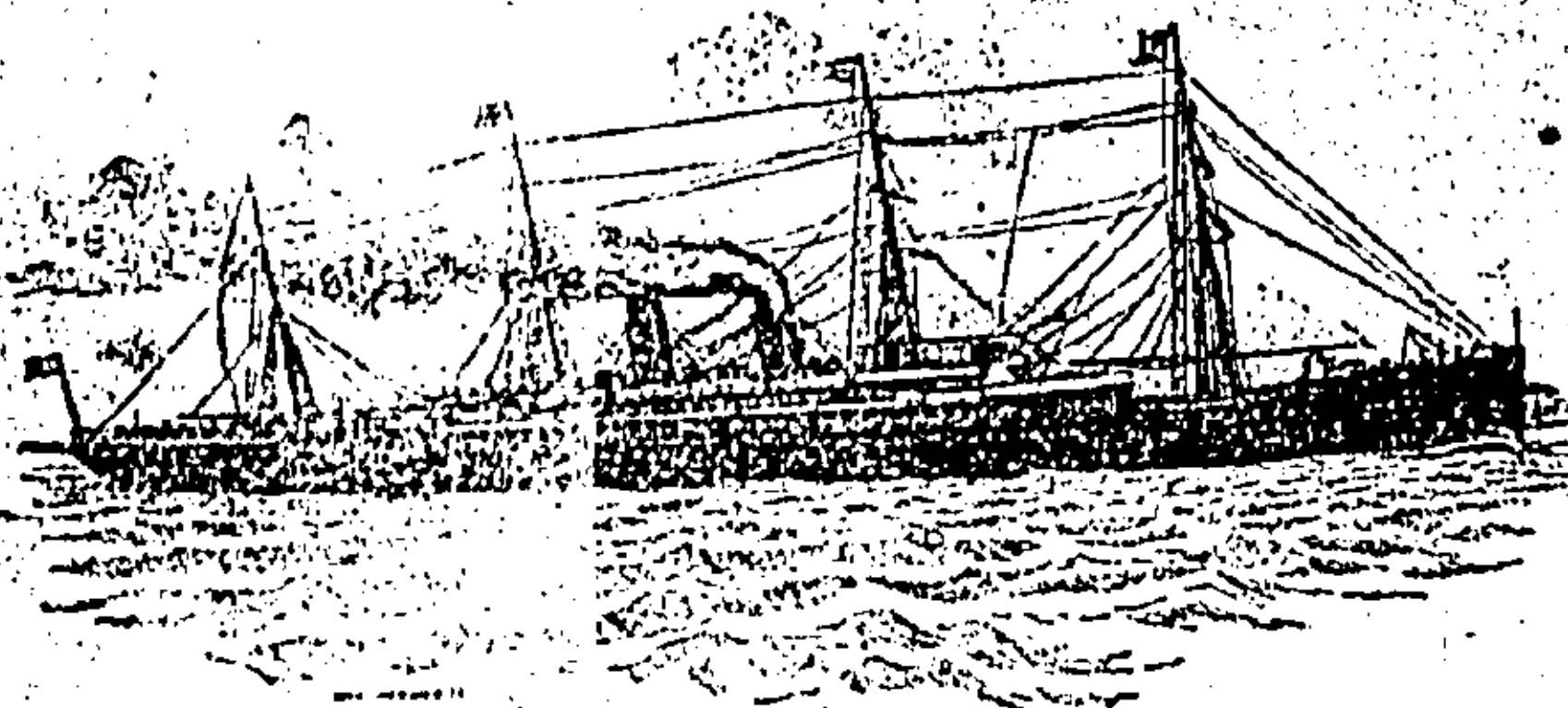






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	SATURDAY, 17th January, 1903, at Noon.
"NIPPON MARU"	SATURDAY, 24th January, 1903, at Noon.
"SIBERIA"	TUESDAY, 3rd February, 1903, at Noon.
"COPTIC"	TUESDAY, 10th February, 1903, at Noon.
"AMERICA MARU"	TUESDAY, 17th February, 1903, at Noon.
"KOREA"	FRIDAY, 27th February, 1903, at Noon.
"GALIO"	SATURDAY, 7th March, 1903, at Noon.
"HONGKONG MARU"	TUESDAY, 17th March, 1903, at Noon.
"CHINA"	TUESDAY, 24th March, 1903, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-23th, 1902; 15 days.

THE O. & O. Company's steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 17th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets are issued to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS TO OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates are granted to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to Consular Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage—Reduction will be made to passengers who do not hold return tickets making the return journey between ports in the Orient and Honolulu or beyond within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same required.

Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 8th January, 1903.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA"	6,000 Tons.....	WEDNESDAY, 14th Jan., 1903.
"EMPRESS OF INDIA"	6,000 .....	WEDNESDAY, 11th Feb., 1903.
"TARTAR"	4,425 .....	WEDNESDAY, 25th Feb., 1903.
"EMPRESS OF JAPAN"	6,000 .....	WEDNESDAY, 11th Mar., 1903.
"ATHENIAN"	3,881 .....	WEDNESDAY, 18th Mar., 1903.
"EMPRESS OF CHINA"	6,000 .....	WEDNESDAY, 1st April, 1903.
"EMPRESS OF INDIA"	6,000 .....	WEDNESDAY, 22nd April, 1903.
"TARTAR"	4,425 .....	WEDNESDAY, 6th May, 1903.
"EMPRESS OF JAPAN"	6,000 .....	WEDNESDAY, 13th May, 1903.
"ATHENIAN"	3,881 .....	WEDNESDAY, 27th May, 1903.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 14 DAYS, "TARTAR" and "ATHENIAN" 14 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAN OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of the Company's route embrace its PALATIAN STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS.	SAILING DATES.	
SILESIA.....	HAVRE, BREMEN, and HAMBURG.	13th Jan.
Bahle.....	(Calling at SINGAPORE and COLOMBO).	Freight and Passengers.
NUERNBERG.....	HAVRE and HAMBURG.	20th Jan.
Jaburg.....	(Calling at SINGAPORE and PENANG).	Freight
AMIRIA.....	HAVRE and HAMBURG.	30th Jan.
Duckstein.....	(Calling at SINGAPORE).	Freight.
WURZBURG.....	HAVRE and HAMBURG.	10th Feb.
v. Bissler.....	(Calling at SINGAPORE and COLOMBO).	Freight and Passengers.
C. FERD. LAEISS.....	HAVRE and HAMBURG.	24th Feb.
Puchel.....	(Calling at SINGAPORE and PENANG).	Freight.
BAMBERG.....	HAVRE and HAMBURG.	5th Mar.
Kirchhoff.....	(Calling at SINGAPORE and COLOMBO).	Freight
ANDALUSIA.....	HAVRE and HAMBURG.	19th Mar.
von Dehnen.....	(Calling at SINGAPORE and PENANG).	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Queen's Building.

Hongkong, 12th January, 1903.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. D. E. BROWN to Sell by  
PUBLIC AUCTION,  
TO-MORROW,

(TUESDAY), the 13th January, 1903,  
at 2.30 P.M.,  
at their

SALES ROOMS, Des Voeux Road Central,  
corner of Ice House Street,  
SUNDRY HOUSEHOLD FURNITURE,

Comprising:—  
TEAKWOOD DRESSING TABLES, with  
BEVELLED GLASS, MARBLE TOP SIDE-  
BOARDS with BEVELLED GLASS, OVER-  
MOUNTED, DRESSING TABLES, and  
WASHSTANDS, CHAIRS, One AFRICAN  
and One IRON BEDS, TEAK-  
WOOD BOOKCASES, DINNER WAGON,  
MARBLE TOP BLACKWOOD TABLE,  
TEAKWOOD CHEST OF DRAWERS,  
&c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 10th January, 1903. [36e]

## PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. D. E. BROWN to Sell by  
PUBLIC AUCTION,  
TO-MORROW,

(TUESDAY), the 13th January, 1903,  
at 2.30 P.M.,  
at their

SALES ROOMS, Ice House Street,  
SUNDRY HOUSEHOLD FURNITURE,  
Comprising:—

SILK TAPESTRY DRAWING-ROOM  
SUITE, TEAKWOOD WARDROBES with  
BEVELLED GLASS, SIDEBOARDS,  
MARBLE TOP DRESSING TABLES, and  
WASHSTANDS, TEAKWOOD DINING  
TABLE and CHAIRS, BRASS BEDSTEAD,  
IRON and BRASS FENDERS, CARPETS,  
RUGS, DINNER SERVICE, ELECTRO  
PLATED WARE, CUTLERY, GLASS and  
CROCKERY WARE, COOKING STOVE  
and UTENSILS, &c., &c., &c.

Also  
A Choice Collection of ENGRAVINGS;  
AND  
A Quantity of CANTON BLACKWOOD  
WARE.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 9th January, 1903. [36e]

## PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. DAVID J. LENNOX, to Sell by  
PUBLIC AUCTION,  
on

THURSDAY, the 15th January, 1903,  
at 2.30 P.M.,  
within his residence,  
No. 39, Moir Hill Road,  
SUNDRY HOUSEHOLD FURNITURE,  
Comprising:—

TEAKWOOD HAT STAND with GLASS,  
TEAKWOOD BOOKCASE, TEAKWOOD  
WARDROBES with BEVELLED GLASS,  
SIDEBOARDS, OVERMOUNTED, WASH-  
STANDS, IRON and BRASS FENDERS,  
OIL PAINTING, RICKSHAW, COOKING  
STOVE and UTENSILS, &c., &c., &c.

Also  
A Quantity of PICTURES and OIL  
PAINTINGS;  
AND  
An Assortment of GAS CHANDELIERS  
and FITTINGS.

Catalogues may be had on application.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 12th January, 1903. [38e]

## PUBLIC AUCTION.

THE Undersigned will Let by PUBLIC  
AUCTION,  
on

MONDAY, the 19th January, 1903,  
at 3 P.M.,  
on the Spot,  
The Several Lots Numbered 1 to 19 on Plan  
to be seen at the Auctioneers' Office, for erection  
of BOOTHS and MATSHEDS on the Govern-  
ment Ground adjoining the Race-course, North  
of the Grand Stand Enclosure.

TERMS:—Cash.

For Conditions of Sale, Apply to—  
HUGHES & HOUGH,  
Government Auctioneers.

Hongkong, 9th January, 1903. [12e]

## INSURANCES.

"STRONGEST IN THE WORLD."  
Take  
Equitable Life Assurance.

All  
Contracts  
Have Loan and Cash Values and  
Embrace all good features of  
Rival Companies. The  
Standing, Strength and Stability  
of the Company is unquestioned.

For Rates or Information, Call on or  
Address  
F. KIENE,  
14, Des Voeux Road.

Hongkong, 9th January, 1903. [12e]

THE Undersigned AGENTS of the above  
Company are prepared to accept Fire,  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & CO.  
Hongkong, 28th May, 1894. [35]

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept Fire,  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & CO.  
Hongkong, 28th May, 1894. [35]

THE Undersigned AGENTS of the above  
Company are prepared to accept Fire,  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & CO.  
Hongkong, 28th May, 1894. [35]

THE Undersigned AGENTS of the above  
Company are prepared to accept Fire,  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & CO.  
Hongkong, 28th May, 1894. [35]

THE Undersigned AGENTS of the above  
Company are prepared to accept Fire,  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & CO.  
Hongkong, 28th May, 1894. [35]

THE Undersigned AGENTS of the above  
Company are prepared to accept Fire,  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & CO.  
Hongkong, 28th May, 1894. [35]

THE Undersigned AGENTS of the above  
Company are prepared to accept Fire,  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & CO.  
Hongkong, 28th May, 1894. [35]

THE Undersigned AGENTS of the above  
Company are prepared to accept Fire,  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & CO.  
Hongkong, 28th May, 1894. [35]

THE Undersigned AGENTS of the above  
Company are prepared to accept Fire,  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & CO.  
Hongkong, 28th May, 1894. [35]

THE Undersigned AGENTS of the above  
Company are prepared to accept Fire,  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & CO.  
Hongkong, 28th May, 1894. [35]

THE Undersigned AGENTS of the above  
Company are prepared to accept Fire,  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & CO.  
Hongkong, 28th May, 1894. [35]

THE Undersigned AGENTS of the above  
Company are prepared to accept Fire,  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & CO.  
Hongkong, 28th May, 1894. [35]

THE Undersigned AGENTS of the above  
Company are prepared to accept Fire,  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & CO.  
Hongkong, 28th May, 1894. [35]

THE Undersigned AGENTS of the above  
Company are prepared to accept Fire,  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & CO.  
Hongkong, 28th May, 1894. [35]

THE Undersigned AGENTS of the above  
Company are prepared to accept Fire,  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & CO.  
Hongkong, 28th May, 1894. [35]

THE Undersigned AGENTS of the above  
Company are prepared to accept Fire,  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & CO.  
Hongkong, 28th May, 1894. [35]

THE Undersigned AGENTS of the above  
Company are prepared to accept Fire,  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & CO.  
Hongkong, 28th May, 1894. [35]

THE Undersigned AGENTS of the above  
Company are prepared to accept Fire,  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & CO.  
Hongkong, 28th May, 1894. [35]

THE Undersigned AGENTS of the above  
Company are prepared to accept Fire,  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

## Intimations.

THE CHINA BORNEO COMPANY,  
LIMITED.

NOTICE is hereby given that an EXTRA-  
ORDINARY GENERAL MEETING of  
The CHINA BORNEO COMPANY, LIMITED,  
will be held at the REGISTERED OFFICES of  
the Company, 4, Queen's Building, Victoria,  
in the Colony of Hongkong, on WEDNESDAY,  
the 24th day of January, 1903, at 11 A.M. for the  
purpose of confirming the following resolution  
passed at the EXTRAORDINARY GENERAL  
MEETING of the Company held this day  
(29th December, 1902):—

R. S. LUTON.

That for the purpose of carrying into effect the  
special resolution duly passed and con-  
firmed at the Extraordinary General Meet-  
ings of the Company held on the 11th  
and 27th days of October, 1902, the  
Company be wound up voluntarily under  
the Provisions of the Companies Ordinance  
1865 to 1890, and that the Honour-  
able Charles Stewart Sharp, Alexander  
George Wood, and John Thomas Martin  
Wheeler be appointed Liquidators of  
the said Company with liberty for each  
of them solely to exercise all the powers  
of the joint liquidators and that they  
are hereby authorized to consent to the  
preparation of the Memorandum and  
Articles of Association of and to the  
registration of a new Company to be  
incorporated under the Companies Ordinance  
of Hongkong under the name of  
The China Borneo Company Limited or  
some similar title.

Dated this 29th day of December, 1902.

By Order of the Company Committee,  
WILLIAM D. JUPP,  
Acting Manager.

1434d]

THE CHINA PROVIDENT LOAN AND  
MORTGAGE COMPANY, LIMITED.

THE SIXTH ORDINARY ANNUAL  
MEETING of SHAREHOLDERS in  
the Company will be held at the OFFICES of  
the Company, 14, Des Voeux Road, Victoria,  
on SATURDAY, the 17th January, 1903, at  
11 o'clock A.M. for the purpose of receiving  
a Statement of Accounts and the Report of the  
General Managers for the year ending 31st  
December, 1902, declaring a Dividend and  
electing a Consulting Committee and Auditors.  
The TRANSFER BOOKS of the Company will  
be CLOSED from THURSDAY, 15th, to  
SATURDAY, 17th January, 1903, both Days  
inclusive.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 8th January, 1903. [33e]

PROPOSED MERCANTILE MARINE  
CLUB.

NOTICE is hereby given that a MEET-  
ING, open to all CERTIFICATED  
MERCANTILE MARINE OFFICERS, will  
be held, by the courtesy of the Manager, at the  
OFFICE of the Hongkong Telegraph Company,  
Limited, 1, Ice House Road, Hongkong, at  
3 P.M., on SUNDAY, 18th January, 1903, for  
the purpose of discussing the desirability of  
FORMING A MERCANTILE MARINE  
OFFICERS' CLUB at Hongkong.  
Officers unable to attend may address sug-  
gestions to be laid before the Meeting to  
THOMAS C. SWABY,  
Hongkong Telegraph.

Hongkong, 8th January, 1903. [34e]

THE WEST POINT BUILDING  
COMPANY, LIMITED.

NOTICE is hereby given that the FOUR-  
TEENTH ORDINARY MEETING  
of SHAREHOLDERS in this Company will  
be held at the COMPANY'S OFFICES, Victoria  
Buildings, on MONDAY, the 26th January,  
1903, at 11.30 o'clock A.M., for the purpose  
of receiving the Report of the Directors together  
with Statement of Accounts for the year  
ending 31st December, 1902.

The REGISTER of SHARES of the Com-  
pany will be CLOSED from SATURDAY, the  
7th January, to MONDAY, the 26th January,  
(both Days inclusive), during which period no  
Transfer of Shares can be Registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

THE HONGKONG LAND INVESTMENT  
AND AGENCY CO., LTD.

Hongkong, 7th January, 1903. [12e]

THE HONGKONG LAND INVESTMENT  
AND AGENCY CO., LIMITED.

NOTICE is hereby given that the FIF-  
TEENTH ORDINARY MEETING  
of SHAREHOLDERS in this Company will  
be held at the COMPANY'S OFFICES, Victoria  
Buildings, on MONDAY, the 26th January,  
1903, at 12 o'clock NOON, for the purpose  
of receiving the Report of the Directors together  
with Statement of Accounts for the year ending  
31st December, 1902.

The REGISTER of SHARES of the Com-  
pany will be CLOSED from SATURDAY, the  
7th January, to MONDAY, the 26th January,  
(both Days inclusive), during which period no  
Transfer of Shares can be Registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

Hongkong, 7th January, 1903. [23e]

THE PUNJON MINING COMPANY,  
LIMITED.

NOTICE is hereby given that at a Meeting  
of the Board of Directors of the Com-  
pany, held at the Company's Office, No. 13,  
Beaconsfield Arcade, Victoria, Hongkong, on  
MONDAY, the 5th day of January, 1903, the  
following Resolution was passed:—

"That in pursuance of the Special  
Resolution passed on the 11th day of  
November, 1902, and confirmed on the  
27th day of November, 1902, a  
Call of Fifty Cents per Share be made  
upon all holders of Ordinary Shares  
in the above Company, and the same  
is hereby made. Such Call to be  
paid to the Hongkong and Shanghai  
Banking Corporation, at their Premises,  
Queen's Road Central, Victoria,  
Hongkong, on or before the 9th day  
of February, 1903, up to the actual dates of  
payment of the same.

Shareholders are requested to note that, upon  
presentation at the Office of the Company of  
the Bankers' Receipt for payment of the Call,  
and surrender of existing Certificates of  
the Shares pertaining thereto, new Share Cer-  
tificates will be issued bearing an endorsement  
of the payment of the said Call.

By Order of the Board of Directors,  
W. KERFOOT HUGHES,  
Secretary.

Hongkong, 6th January, 1903. [31e]

## Hotels.

## GO TO THE







## Intimations.

**A. S. WATSON**  
AND CO., LTD.

ESTABLISHED A.D. 1841

AERATED - -  
- - WATERS.

THE WATER used is THE PUREST that can be obtained, and is skillfully Filtered on the most scientific principles.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used.

GUARANTEEING  
ABSOLUTE  
PURITY.

ENGLISH EXPERTS  
Manage our Factories, and their practical knowledge and constant supervision enable us to produce waters of unrivalled excellence and purity.

**A. S. WATSON & Co.,**  
LIMITED.

The Hongkong Dispensary.

Chemists and Druggists by Appointment to H.B. the Governor and Household.

TELEPHONE NO. 16.  
CABLE ADDRESS: "ACHEE, HONGKONG."  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,**  
祥利廣

17A, QUEEN'S ROAD.

FURNITURE  
DEALERS.

RAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.  
COOKING RANGES,  
KITCHEN UTENSILS and  
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC  
DEPARTMENT.

DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

## BAY VIEW HOTEL.

BEST BRANDS OF WINE AND  
LIQUORS A SPECIALTY.

DINNERS AND TIFFINS SERVED  
ON SHORT NOTICE.

OYSTERS, STEAKS, CHOPS, &c.  
AT ALL HOURS.

Messrs. J. H. DOWNS and  
J. CHRISTIE,  
Proprietors.

Hongkong, 8th December, 1902. [1339d]

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee Hing Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.  
WEEKLY—\$10 per annum.  
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue is no part of the price, which is 30 cents per quarter.  
Single Copies Daily, ten cents; Weekly, twenty-five cents.

## BIRTHS.

On the 27th December, at Tientsin, the wife of H. CHILL, of a daughter.  
On the 30th December, at Ningpo, the wife of H. BISMARCK, I. M. Customs, of a daughter.  
On the 2nd January, at 2, Astor Terrace, Shanghai, the wife of GEO. PEARSON, of a son.  
On the 2nd inst., at Canton, Oxley Road, Singapore, the wife of H. POEL, of a son.  
On the 5th January, at 21, Whangpoo Road, Shanghai, the wife of Walter F. Harris, of a daughter.

## MARRIAGE.

On Dec. 26th, at the Church of the Assumption, Penang, by the Rev. Father Meneuvrier, Mr. SWITBERT ELPHING MISSO, eldest son of Mr. J. H. Misso, Secretary to the District Court of Colombo, to Miss PAULINE ST. JOHN MCINTYRE, youngest daughter of the late Matthew McIntyre, Merchant, Penang.

## DEATHS.

On the 10th November, at Chungking, of cholera, HAROLD SIEDON, the second and only surviving son of the Rev. J. & Mrs. Parker, aged 3 years and 9 months.  
On the 22nd December, at Nanking, PAUL WATSON, the only son of the Rev. Wilbur A. and Julia H. Estes (the latter deceased), aged one month and three days.  
On the 5th January, at 22, Chanoufong Road, Shanghai of consumption, Zolite Jeanne Rosa Hunney, in her 20th year.  
At the General Hospital, Shanghai, on the 6th of January, 1903, WILLIAM BRUN, Acting Chief Gaoler of H.B.M.'s Gaol, in his 53rd year.  
At his residence in Hongkong, on the 6th of January, 1903, the Rev. NIOH-DONG CHU, Pastor of the native congregation at the Church of Our Saviour.

## The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 12, 1903.

EXTENSION OF WEST RIVER  
TRAFFIC.

Trade on the West River, always of such vast importance to Hongkong, received another stimulus to-day by virtue of the operation of Article X. of the British Commercial Treaty with China, which was signed at Shanghai on the 5th September last. The article reads as follows:—"Whereas in the year 1898 the Inland Waters of China were opened to all such steam vessels, native or foreign, as might be especially registered for that trade at the Treaty Ports, and whereas the Regulations dated 28th July, 1898, and Supplementary Rules dated September, 1898, have been found in some respects inconvenient in working, it is now mutually agreed to amend them and to annex such new Rules to this Treaty. These Rules shall remain in force until altered by mutual consent. It is further agreed that Kowloon shall be opened as a Treaty Port, and that, in addition to the places named in the special Article of the Burma Convention of 4th February, 1897, British steamers shall be allowed to land or ship cargo and passengers, under the same regulations as apply to the "Ports of Call" on the Yangtze River, at the following "Ports of Call": Pak Tau Hau, Lo Ting Han, and Do Sing; and to land or discharge passengers at the following ten passenger landing stages on the West River—Yung Ki, Mah Ning, Kau Kong, Kulow, Wing On, Hou Lik, Luk Pu, Yuet Sing, Luk To, and Fung Chuen." Eight of these additional stations were opened to-day, viz.—Do Sing, Yung Ki, Mah Ning, Kau Kong, Hou Lik, Luk Pu, Yuet Sing, and Luk To. It will be seen that of these to Do Sing is granted the privilege of permitting British steamers to land or ship cargo and passengers, while to the other seven trade intercourse is barred. This would appear to be necessary in view of the disturbed state of trade prevailing in the West River districts. This condition, of which we have of late complained, is due to the state of lawlessness over which the Provincial authorities have failed to exercise any effective control. The Customs' authorities, in order not to incur the risks of piratical attacks on vessels carrying valuable cargo, such as treasure and articles of merchandise of high value, and in order also to protect the Customs' revenue and like, have, in the tentative regulations, which they have put into operation to-day, as we are informed, withheld the privilege to steamers carrying such cargo. As it is desirable that order and security be soon restored in the riverine district of the Kwangtung Province it must be left as a matter of time before full advantage can be given to vessels employed on the West River trade to profit by the opening of the ports and stations, which our new treaty with China has secured for vessels of all nationalities alike. We observe that, at all the eight stations now opened—the

Imperial Maritime Customs authorities have taken the precaution of stationing guard boats there in order to afford the necessary protection to public life and property. This measure in itself, does not, in our opinion, seem to be quite sufficient, inasmuch as the enterprise, which justifies the laying out of capital on expensive steamers to ply on the West River, which must inevitably conduce to larger revenue to the Imperial Government, claims as a matter of right the proper policing, not only of the vicinity of those stations, but throughout the entire length of the route covered by the journeys of the steamers in that trade. Were British co-operation sought we do not hesitate to express it as our belief that our Admiralty authorities will not be found wanting to place one or more of the gunboats, especially designed for patrolling on the waters of the West River Delta. An effort will be made by the guard boat officials to examine passengers and, presumably, their luggage in order to prevent the introduction of firearms by doubtful characters on board steamers, to surprise the officers and crew while they may be under way. If such search be effectively carried out it may be to some good purpose, but unless European officers of police are engaged to do duty as preventive officers, any measure calculated to defeat the ends of evil disposed persons will be rendered nugatory by the pusillanimity of native officers. Compliance with the regulations now in force for the stopping of steamers at Customs' stations for the purpose of examination will be enforced, and it will be reserved to the Maritime Customs to despatch officers on board steamers for purposes of surveillance. The usual penalty will, it is presumed, be incurred by persons attempting to defeat such regulations and who may be found attempting to smuggle through such stations. While steamers that may be employed on the traffic will have the right to derive the full measure of advantage which the opening of these stations undoubtedly would confer upon the owners of such craft they will, as it is rightly to be expected, be subject to fine and the withdrawal of the permit for the navigation of these waters if they are found endeavouring to evade any of the regulations now put forward as a temporary expediency within the Kwangtung Province. If these tentative efforts on the part of the Imperial Maritime Customs prove successful in their operation there is no reason to believe that the concession, so soon granted after the conclusion of the Treaty, which Sir James Lyle Mackay secured for British traders in these waters, will ever be withdrawn; but if, on the other hand, Customs revenue or law is found to suffer by the operation of the present regulations, or should difficulties arise so as to prevent the smooth working thereof, the Customs reserve to itself the power to revoke them. There is every reason to hope that, while British vessels will be found ready to engage in extending the passenger traffic which the present regulations confer upon them, owners and masters will undoubtedly see that none of the abuses, which correct principles should work for their avoidance, should be made to arise in order to nullify the benefits for which we have long clamoured and which we have to-day obtained.

Imperial Maritime Customs authorities have taken the precaution of stationing guard boats there in order to afford the necessary protection to public life and property. This measure in itself, does not, in our opinion, seem to be quite sufficient, inasmuch as the enterprise, which justifies the laying out of capital on expensive steamers to ply on the West River, which must inevitably conduce to larger revenue to the Imperial Government, claims as a matter of right the proper policing, not only of the vicinity of those stations, but throughout the entire length of the route covered by the journeys of the steamers in that trade. Were British co-operation sought we do not hesitate to express it as our belief that our Admiralty authorities will not be found wanting to place one or more of the gunboats, especially designed for patrolling on the waters of the West River Delta. An effort will be made by the guard boat officials to examine passengers and, presumably, their luggage in order to prevent the introduction of firearms by doubtful characters on board steamers, to surprise the officers and crew while they may be under way. If such search be effectively carried out it may be to some good purpose, but unless European officers of police are engaged to do duty as preventive officers, any measure calculated to defeat the ends of evil disposed persons will be rendered nugatory by the pusillanimity of native officers. Compliance with the regulations now in force for the stopping of steamers at Customs' stations for the purpose of examination will be enforced, and it will be reserved to the Maritime Customs to despatch officers on board steamers for purposes of surveillance. The usual penalty will, it is presumed, be incurred by persons attempting to defeat such regulations and who may be found attempting to smuggle through such stations. While steamers that may be employed on the traffic will have the right to derive the full measure of advantage which the opening of these stations undoubtedly would confer upon the owners of such craft they will, as it is rightly to be expected, be subject to fine and the withdrawal of the permit for the navigation of these waters if they are found endeavouring to evade any of the regulations now put forward as a temporary expediency within the Kwangtung Province. If these tentative efforts on the part of the Imperial Maritime Customs prove successful in their operation there is no reason to believe that the concession, so soon granted after the conclusion of the Treaty, which Sir James Lyle Mackay secured for British traders in these waters, will ever be withdrawn; but if, on the other hand, Customs revenue or law is found to suffer by the operation of the present regulations, or should difficulties arise so as to prevent the smooth working thereof, the Customs reserve to itself the power to revoke them. There is every reason to hope that, while British vessels will be found ready to engage in extending the passenger traffic which the present regulations confer upon them, owners and masters will undoubtedly see that none of the abuses, which correct principles should work for their avoidance, should be made to arise in order to nullify the benefits for which we have long clamoured and which we have to-day obtained.

## LOCAL AND GENERAL.

All orders for developing and printing will receive prompt attention at Le Munyon's.—*Advt.*

The Germans have demanded that the Chinese Custom-house at Kiaochoh be closed.

THE stagnation in business circles in Japan this winter is as bad as anything the *Japan Mail* can recall during the past 30 years.

THE two Americans who were arrested at Singapore on Christmas day on a charge of obtaining money by false pretences at Hongkong have each been granted bail in the sum of \$750.

DEPUTY Fournier has introduced a bill in the Chamber of Deputies providing for the abolition of French titles of nobility. The House took the measure into urgent consideration and referred it to a committee.

THE Hon. J. H. Stewart Lockhart, C.M.G., Commissioner of Wei-hai-wei, presented the medals for the North China Expedition of 1900, to the officers and men of the Chinese Regiment, at Wei-hai-wei on New Year's Day.

IN the case of a child joining the Kowloon School in the middle of a term, fees will be charged from the beginning of the month in which such child joins. A notification of such amendment to the Rule, appears in the *Government Gazette*.

THE Secretary of the Treasury, Limantour, has asked Congress to authorize the payment of \$1,420,682 Mexican currency to the United States, together with \$43,050 interest thereon, in accordance with the Hague arbitration in the matter of the Pious fund.

The results of one's own labor is more appreciated than any other, and no where is the fact more clearly demonstrated than with pictures. Get your camera and supplies at Le Munyon's.—*Advt.*

COTTAM & CO., FOR TRESS'S STRAW AND FELT HATS.

Don't fail to get some views of pictures of Hongkong. Le Munyon has them any style you want.—*Advt.*

IN answer to "A Subscriber." According to the provisions of the Stamp Amendment Ordinance a stamp of the value of five cents is required when the sum received, discharged or acquitted exceeds \$25.

THE *Times of Ceylon* says:—We are authorised to state that the Governor has received a despatch from the Secretary of State for the Colonies, intimating that the King's birthday will probably in future be officially celebrated in June.

THE Regiments of the Indian Army in Garrison will be exercised in a tactical scheme on Wednesday, 14th instant. The general idea is that a hostile force "A" is in pursuit of another force "B," which will retire on to Hungnam, for embarkation at the Kowloon Docks.

THE Quarry Bay murder case which was to have been heard to-day at the Magistracy was further adjourned till the 20th instant. The Evans piracy case, which also was down for hearing, was adjourned to the 27th instant pending the arrival of the widow and certain Chinese mandarin from Canton.

RETURN of visitors to the City Hall Library and Museum for the week ending 11th January, 1903:

	Library	Museum
Non-Chinese.....	229	54
Chinese.....	58	2,766
Total.....	287	2,820

THE C.N.S. *Ngunkin*, which arrived at Shanghai on the 5th instant from Hankow, reports: The str. *Tachang Maru* on the rocks at Yanki Point. A China Merchants' coast steamer ashore at the upper end of Wade Island, Round Channel. A heavy fall of snow on the 3rd instant. Fine, clear, weather and fresh winds during the remainder of the voyage.

AFTER quoting the paragraph in the *Telegraph* about the rumour respecting reported attempted amalgamation of the Hongkong and Shanghai Docks, the *China Gazette* adds:—Perhaps the reason why the shares have been going down may be that certain powerful manipulators, knowing a big rise is in prospect, have been "bearing" the market and quietly annexing all they can get at cheap rates. Watch for a jump up!

THE constant progress of the Equitable Life Assurance Society of the U.S. is a matter of considerable interest to a large number of people in the Far East. The new assurance has increased comparing throughout the figures for 1901, from £51,200,000 to £57,300,000; the assurance fund from £145,700,000 to £168,700,000; the assets from £69,000,000 to £75,500,000; and the surplus from £4,800,000 to £15,600,000.

FEAR of insurrection on account of the escape of two prisoners from the British Consulate prison at Shanghai on the day before Christmas, appears to have been the motive for the suicide of Mr. William Brun, the acting chief gaoler. He was always a kind-hearted man, and discharged his duties while in the service of the Consulate with a high sense of responsibility. All who knew him will deplore his untimely end, and sympathise with his family in their grief.—*N. C. D. News.*

A CHANGSHA, Hunan, dispatch reports the arrest by Governor Yu Lien-san of that city of several natives who, styling themselves expectant officials of Hupeh and other provinces, called a short time ago at the Bureau of Railways and Mines and said that they represented a mining company whose object was to exploit and develop certain mines of Hunan province. As the authorities of Changsha knew nothing of the Company in question, Governor Yu Lien-san ordered the men's arrest and as their head styled himself an expectant magistrate of Hupeh, the whole party are to be transported to the Acting Viceroy of Hukwang at Wuchang for examination.

THE following telegraphic information, dated the 2nd inst., has been received from the Sumatra Director and Manager of the Mat-schappij tot Mijn Boschen Landbouwexploitatie in Langkat, Ld.:

Gallons.	Cases.
Daily aggregate output of Clude Petroleum.....	64,000
Crude Petroleum in Tanks at date.....	250,000
Kerosene made since the date of the preceding half monthly telegram.....	63,000
Kerosene shipped since the date of the preceding half-monthly telegram.....	71,000
Kerosene in stock at Refinery at date.....	69,000

THE French Government is interesting itself in the welfare of Swatow in a way impossible to explain by any reference to its commercial interests here, says the Swatow correspondent of the *N. C. D. News*. The tricolour on the stern of a merchant steamer is practically an unknown flag. There is no French business here in the place. Our hinterland has neither been annexed, nor has it been parcelled out among French subjects in mining concessions. The only French citizens in our midst are an occasional Customs' official, and the score of members of the Mission Etrangere de Paris who work in and from Swatow. Why then is a Consulate under the tricolour necessary? Native rumour has it that a concession has been applied for. It is an open secret that a Franco-Chinese company in Hongkong is ready to start a line of steamers from the Colony to Swatow via several of the coast ports, as soon as permission is obtained. This may explain the Consulate, but there seems to be an inversion of the natural order somehow.

COTTAM & CO., FOR PANAMA HATS.

Get out with your Kodak and make some pictures. Or if you haven't a Kodak you can get one at Le Munyon's.—*Advt.*

MR. S. L. LAWSON, the American representative of Reuters who arrived at New York recently, said that English journalism is being completely revolutionized, that Great Britain is paying more attention to American news than even American newspaper men are in greater demand in London than are American actors and the latter have no trouble in getting engagements.

LOCAL sports will be interested to learn that Sam Bentley, of the *Albion*, will meet Smith, of the *Whiting*, in a match on or about the 14th February next for a cup and side stakes. Articles will be signed at the Praya East Hotel to-morrow evening and further particulars will be announced. Those who witnessed the set-to some time since look forward with interest to another match between these well known middle-weights.

A MATCH will be played on the Hongkong Football ground on Thursday, January 15th, between the Royal Engineers and Army Ordnance Corps in the first round for the Hongkong Shield. The following will represent the R. E.'s, who will play in Red and Blue: Goal, T. H. Widdows; Backs, A. M. Thornhill, A. C. Hills; Half-backs, H. S. Gaskell, W. Cook, W. T. Canfield; Forwards, W. Hemmings, C. Nettleton, J. Spiers, E. H. Rylands and T. Hathaway. Kick off at 4 p.m.

CHEONG Sang and Fong Kai Cheong were again brought before Mr. Kemp this morning on a charge of armed robbery within the jurisdiction of the Emperor of China on the 4th November last. As the Chinese Government had not sent a representative to the Court to prove the case, Inspector Baker asked His Worship to discharge the defendants. This was done, but the men were re-arrested on a charge of receiving stolen property. They pleaded not guilty, and the case was adjourned till Monday.

"L'Echo de Chine" says that the steamer *Admiral Egemans* has been chartered by the French Government to take away the French garrison from Shanghai. The withdrawal will be completed in one operation, probably on the 24th or 25th of December, as soon as the necessary preparations for the conveyance of the horses and mules of the battery of artillery can be made on the transport. The Shanghai garrison will relieve the detachment now at Kwanchauwan. Lt-Colonel Digue, the Commander, will proceed from Kwanchauwan to Tonkin, where he will have the command of an important military district, a post usually held by a full colonel.

Are you an artist? Le Munyon can furnish you supplies at reasonable prices. All goods sold strictly reliable. Phone 390.—*Advt.*

THE following returns of the average amount of Bank Notes in circulation and of specie in reserve in Hongkong, during the month ended 31st December, 1902, as certified by the managers of the respective Banks, are published in the *Government Gazette*:

BANKS.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.....	\$5,601,657	\$1,000,000
Hongkong and Shanghai Banking Corporation.....	11,232,635	5,000,000
National Bank of China, Limited.....	442,145	150,000
Total.....	\$15,276,437	7,050,000

THE outbreak of fire on the Austrian steamer *Vindobona* seems to have been more serious than was at first anticipated. The *Vindobona*, it will be remembered, arrived at Singapore on Christmas Day from Hongkong and on opening the hold on the following day flames suddenly shot up and it took some time before they could be extinguished. In fact it was not until the hold was practically flooded that the fire was subdued. There are said to have been 900 cases of matches in the hold. The ship had also 60 passengers on board at the time. The fire had apparently been burning about three days before it was discovered. Messrs. P. and O. Co. put up for sale a large quantity of flour and beans, loose and in bags, which formed part of the salvage from the steamer.

A WAVE of icy cold by sea and land heralded in the month of December in Europe and the United States. The German mails brought details showing that the determined grip of winter has fallen everywhere, and fallen heavily. Deaths in the streets of Paris occurred, and gales in the French provinces; German rivers sealed up, and 25deg. of frost around Berlin; wild storms in the Atlantic and snow-streaming blizzards on the Continent of America; New York's electric railway frozen up, so that the "obsole" steam locomotives had to be dragged out to tow the electric engines back to their sheds. Inquiries made in the poorer and more densely populated quarters of industrial London showed that an altogether abnormal situation had arisen through the sudden disorganisation of the labour market and the Arctic severity of the weather. "The number of men out of employment was some thousands more than it was the same period of the previous year, and the suffering among those poor fellows and their families was extreme. Relief agencies were at work in various parts. All philanthropic agencies in the metropolis were taxed to the utmost to relieve the really necessitous cases; they were brought under their notice. The amount of food distributed was utterly disproportionate to the destitution and misery prevailing, and clothing and boots for the young were appealed for, as well as money for the feeding of the hungry and the homeless.

You will find that Le Munyon is the only up-to-date Photo Supply Dealer in the Orient. Everything in stock strictly new. Phone 390.—*Advt.*

COTTAM & CO., FOR GENTS' BATHING TOWELS.

## THE KWANGSI REBELLION.

A notification has recently been circulated by the rebels in Kwangsi which has excited considerable attention among the people and aroused no little feeling. It states that "since the trouble in Peking the officials have done nothing but enjoy themselves. After the return of the Court the Government expressed themselves as very anxious for reform, but all the leading officials have done nothing to help the Government but have instead devoted their energies to squeezing the people to pay the indemnity and united with the metropolitan officials in deceiving the Government for their own ends. The Empress Dowager is so diligent, and the Emperor so high spirited that they cannot stand by and see China ruined and do nothing to prevent it. The Palace is full of undisciplined seeking their own pleasure, and all Conservative officials in the Grand Council are up to tricks, and they leave the Throne in darkness. We know that unless we can see the Emperor and explain to him the true condition of things there will be no hope for China, and we therefore raise this army to fight the conservatives and help the Emperor. We hope that you will all sympathise with us and give us your assistance."—*P. & T. News.*

As, perhaps, is not generally known, the Kiangnan Arsenal has been of late engaged in casting a number of quickfiring field pieces and mountain guns for the Imperial army in Kwangsi, in connection with a couple of batteries with their necessary ammunition, etc., have been finished for some time and were only awaiting instructions from Kwangsi as to the manner in which they should be despatched to their destination. A telegram from Governor Wang Chih-chun at Nanning, Kwangsi, was received a few days ago, asking for the despatch of the guns in question with all haste, from which we gather that Governor Wang Chih-chun's route to Kwei in the capital of Kwangsi, is still opposed by the rebels. Another telegraphic despatch from Nanning to a certain local mandarin reports the situation as very grave and charges Governor Wang Chih-chun with incapacity. Furthermore it is stated that the troops under the Governor are getting mutinous through lack of pay and even ordinary supplies.—*N. C. D. News.*

THE REFORM OF THE CHINA  
MERCHANTS COMPANY.

Viceroy Yuan Shih-kai has written to the Directors of the China Merchants' S. N. C., laying down certain reforms to be made in the management of the Company, so as to economize expenses, the following nine points being put forward:—

1. To economize every item of expenditure.
2. The commanders of each steamer shall be under new and stricter regulations; new sections shall be made for this work and all passengers shall be strictly audited, all "squeezes" disallowed.
3. At all the Co. offices both passenger and shippers shall be treated as well as possible and no official "airs" shall be "put on" by the Co.'s staff.
4. All the passengers by the Company's steamers must be well treated and all the cargoes carefully handled and no damage done by wetting or breaking, so as to avoid loss.
5. Those members of the staff in the Co.'s offices who have other business or do other trade shall not cause any inconvenience to the Company's work and shall not take away the profits of the Company.
6. Items of expense amounting to more than 10,000 taels shall be delayed only after the due consent of the Superintendent of Trade of the Northern Ports (Yuan Shih-kai). In case of emergency it shall be consulted by telegraphic despatch.
7. When making any contracts with foreign merchants or shipping companies are made, the draft of same shall be shown to the Superintendent of Trade of the Northern Ports; after whose consent has been obtained the contract may be signed.
8. Deputies of each branch office shall be appointed from amongst people who understand shipping and other business and no private friends of the directors are to be appointed.
9. The promotion and increase of salary of foreign employees and their removal shall only be made with the consent of the said superintendent and only then shall they be carried out.

Yuan Shih-kai has appointed Taotai Hsueh Chi and Associate Director-General of the Company.—*China Gazette.*

Six new and sleek are reported to have fallen in great quantities at Canton, and the surrounding districts on the 10th and 11th inst., whilst many fish ponds are also reported frozen over. Early yesterday morning sleet fell in the higher levels of this Colony, and Peakites allege that frost has likewise made its appearance.

## SHIPPING AND MAIL NEWS.

MAILS DUE.  
French (*Saluste*) 14th inst.  
Australian (*Taiwan*) 16th inst.  
American (*Nippon Maru*) 16th inst.  
English (*Coro. nautile*) 17th inst.  
Canadian (*Empress of India*) 18th inst.  
American (*Capitol*) 31st inst.  
American (*Athens Maru*) 7th prox.

COTTAM & CO., FOR WASHING TOWELS.



## TELEGRAMS

## "HONGKONG TELEGRAPH" SERVICE.

(From Our Own Correspondent.)

## Terrible Catastrophe at Nanking.

100 LIVES LOST.

SHANGHAI, 12th January, 5 27 p.m.

A landslip has occurred at Nanking by which Messrs. Butterfield and Swire's bonding go-down slipped into the river causing a serious loss of life. It is estimated that 100 persons were lost through the catastrophe.

(By special arrangement with Der Ostasiatische Lloyd.)

## New Consulates for China.

GERMAN PROGRESS

BERLIN, 10th January, 10.53 p.m.

The German Budget includes a Minister-Residency for K'ia, a second Vice-Consulate for Shanghai, Consulate General for Singapore, a Consulate for Saigon. New Consulates are already being built in Hankow, Canton and Nanking.

## Another Large Loan.

The Reich-Bank asks for a new loan of M. 219,921,739.

## Settling the Venezuelan Difficulties.

WASHINGTON, AND NOT THE HAGUE.

The Venezuelan Government has at last been granted their request to have the difficulties arising out of the claims for alleged damages and injuries to British and German subjects during the civil war settled by arbitration. When President Roosevelt declined to act as arbitrator the European Governments concerned agreed to have the differences referred to the Hague Tribunal, but the question will now be settled at Washington. The American Consul, Mr. Bowen, will represent President Castro, while England and Germany have appointed their respective ambassadors as their arbitrators.

(Rumor.)

## Mr. Chamberlain in South Africa.

LONDON, January 9th.

Mr. Chamberlain replying to the address from the Boer leaders said that he would have been better pleased if it had contained, besides demands, some recognition of what the British Government had already done. The exiled Burghers would not be allowed to return unless they accepted the terms of peace. As to the Burghers in Europe, they should prove their loyalty by accounting for the money they had taken to Europe.

## Request.

Mr. MacGregor, an East Indian merchant, has left his fortune of £150,000 in equal portions to the corporations of Glasgow and Rangoon.

## Rumoured Attempts on the lives of Lord Milner and Mr. Chamberlain.

All the Bourses have been affected by an extraordinary rumour of attempts on the lives of Lord Milner and Mr. Chamberlain at Johannesburg but have subsequently recovered (except in South Africans which continue depressed) on the publication of official denials of any serious illness.

## The Venezuelan Arbitration.

It seems probable that the Hague arbitration on the Venezuela question will be abandoned and that the dispute will be settled by a conference to be held at Washington.

## South Africa.

Commandant Botha giving an account of the Boer Generals' European Mission at a meeting of Boers at Pretoria stated that it yielded £100,000. Mr. Chamberlain in the course of his reply to the Boer Address on Thursday contrasted this with the amount that the British Government was devoting to the Boers, which when war claims, repatriation expenses and compensations were paid would be between £10,000,000 and £15,000,000.

## LATE CABLE NEWS.

(via Rangoon.)

## INDIA-CYLON RAILWAY.

Calcutta, 19th December.—The first sitting of the Commission which has been appointed to consider the question of a broad gauge railway between India and Ceylon and other kindred matters will be held in the Council Chamber of the government of Madras on the 21st February next.

## COTTAM &amp; CO., FOR SUN-HATS.

London, 21st December.—In the match between North versus South the North scored a goal and two tries and the South two goals.

(Via Shanghai.)

## THE RUSSIAN PROPOSAL TO ESTABLISH A CUSTOMS SERVICE AT DALNY.

Peking, 2nd January.—Russia has proposed, through Mr. Kokotiloff, to establish a Customs-house at Dalny. The Chinese Government has conferred on the matter with Sir Robert Hart, and the latter has no objection to its establishment under the same conditions as the Customs-house at Tsingtao, but he is absolutely opposed to its being placed under Russian control. The negotiation is now at a standstill, but it is thought that Russia will endeavour to obtain her desire under the fifth article of the Chinese Eastern Railway Agreement, and it is seriously feared that the matter may become a serious one, as China's consent to the Russian demand will give other Powers having concessions in China a pretext for following the precedent set by Russia.—N. C. Daily News.

## THE E. &amp; A. S. S. "EASTERN"

DELAYED AT MACAO

(From Our Own Correspondent.)

MACAO, 11th January. The deplorable condition of the harbour and approaches of Macao has rarely been the subject of severer comment than on last Saturday, when the departure of the Eastern and Australian S.S. Co's steamer was delayed thirty-six hours off the Macao road-head. The steamer of this company are under contract with the Portuguese Government to call at Macao once in two months to take passengers and mail for Timor. In pursuance of the agreement the S.S. Eastern left Hongkong at daylight on Friday for Macao. The vessel was heavily laden, and in consequence of the badly silted up condition of the Macao road-way, she could not approach nearer than about twelve miles off and anchored well out a little past Lintao. At nine o'clock in the morning the mail and passengers from Macao had been expected on board; but no signs of either appeared. The day dragged its weary length for the Captain and crew of the Australian liner and yet not a vestige of the Macao launch could be descried although a sharp look-out was kept by the crew on deck. Friday passed and Saturday dawned yet mail and passenger still kept away. Communication from the ship with the ship's agent at Macao was impossible. A heavy sea was running all the time a companion by strong wind. The passing of the *Persuance* was then looked forward to; and when she was sighted she was signalled by the Captain of the *Eastern*. The latter blew her whistle, and the *Persuance* approached her; when it was made known to her master that she was desired to convey the shipping clerk from the *Eastern* to Macao. While the *Persuance* stood by, a gig manned by eight of a crew in charge of the Second Officer was launched and in her the clerk was transhipped on board the launch. Owing to the high sea and wind the undertaking was not unattended without some danger. The shipping official arrived at Macao on Saturday shortly after twelve o'clock. Here he learnt that an early attempt was made by the Government launch on Friday to convey the passengers from Macao, the cargo on a junk being towed by the launch. But the weather and sea was too much for the launch, which could not accomplish her journey to the *Eastern*. It happened that the hauler carried and in attempting to reconnect it the launch collided with the junk damaging her own bow. She then put back to Macao. Every weather continued all Friday, and on Saturday another attempt was made by another launch to reach the *Eastern*. This also proved a failure. On arriving at Macao, efforts were made to induce the master of one of the larger steam-launches to take the ship's papers to the Australian mail steamer, not assaying to carry either passenger or cargo on board of her; but persuasive powers were unavailing for a time until in the end the master of the *Tuiping* could be induced to take his boat out for \$300 for the single journey. Late in the evening she weighed anchor from the inner harbour and after a hard struggle with the elements eventually succeeded in handing to the Captain of the *Eastern* her papers when to the satisfaction of all she could proceed on her voyage to Australia. Of course, the Portuguese Government officials and their luggage were left behind to await the next steamer two months hence. It is only the improvidence of a past lethargic administration that, in spite of expert report and recommendations, could have allowed such a thing to come to pass that the port of Macao, bad as it is but without which the Colony would be worthless to an nation, excepting as an historic relic, should be in a condition that even a moderate-sized ocean steamer cannot approach it nearer than twelve miles and even then, without incurring the serious delay and heavy expense when communication happens to be entirely cut off by stress of weather. In her own interests Portugal should awake to the imperative necessity of her ancient colony. Now or never is her opportunity to restore Macao to its erstwhile position as a maritime port in the East. Clearly her first duty is to provide an anchorage for the carriers of the sea borne traffic. It is in those carriers that one sees the wealth of nations borne across seas, and though Portugal, in her present-day decadence, is too poor to have vessels of her own other merchants and traders will not be slow to avail themselves of the opportunities Macao may offer for profitable trade, and whilst earning enough for their enterprise might help Macao to make much of herself.

Mr. Siebs, on behalf of his wife as well as of himself, expressed his appreciation of the compliments paid them, and hoped the *Kinsman* would have a long and successful career and earn good dividends. He then proposed continued prosperity to the Dock Company, coupling with the toast the name of Mr. Dixon and the staff of the Docks whom he congratulated on the turning out of such a fine ship.

Hon. R. Shewan, made a witty speech in reply; and proposed the health of the Manager of the Kowloon Docks, Mr. J. Wilson, who, in replying, said that ships could be built as well at Hongkong as anywhere. The following are the dimensions of the new steamer:—Length between perpendiculars, 290 ft.; breadth moulded at main deck, 34 ft.; breadth moulded at 1st water line, 43 ft.; depth moulded to main hatch, 12 ft. Her engines, which are triple expansion, surface condensing, are capable of driving the vessel at a rate of 14 knots. There are six cylinders in P. Cylinder, 20 in. diameter, intermediate cylinder, 31 in. diameter, L. P. cylinder, 30 in. diameter of piston, 27 (inches). There are four single ended cylindrical tubular boilers, 13 by 44 by 10 long. Working pressure 180 lbs. per square inch, besides three corrugated furnaces in each boiler. She is provided with double bottom, built on the cellular system. Her electric dynamo supply the ship with electric lights through out. She has ample passenger accommodation, and is fitted out and furnished in first-class style. There are three wide decks, viz the main, upper, and lower. The vessel, the keel of which was laid on March 12th 1902, is the joint property of the Steam Boat Company and the China Navigation Company Limited. The construction of this craft speaks well for the Dock Company, for she was entirely built at the works. With the exception of the raw materials her fittings, boilers, keel, and machinery are the genuine outcome of incessant labour by the Dock staff. She is intended for the Canton run.

ABOUT the middle of next month (says the S. F. Press) the new General Manager in Singapore of the Eastern Extension Telegraph Co., Mr. Squire, will arrive here to take up his duties. Mr. Squire is a very old telegraph hand, having first entered the service of the Eastern Telegraph Company about the year 1861 when he was in Europe, this being before the days of the Extension. About twenty years ago he was stationed at Singapore and later on in Hongkong, where he was Superintendent in China. When Mr. Grigor Taylor left Sydney to take up the position of General Manager here, Mr. Squire was sent to take charge of the Sydney branch and now comes back from there as General Manager of the station he first entered in the East. He will be welcomed in Sydney by Mr. Browning from New Zealand.

ASK for ASAHI JAPANESE BEER—G. G. Gault.

## LAUNCH OF THE KINSHAN AT THE KOWLOON DOCKS

Saturday was indeed a red-letter day for Hongkong when the launching of the *Kinsman*, the largest vessel yet built in China, was successfully performed at the Kowloon Docks. Special launches conveyed a number of Victoria residents from Queen's Statue Pier to the Docks at 4.30 p.m., and on arriving at the works, shortly before five o'clock, the yard was found to be well filled with both European and Chinese spectators. The new steamer, gaily dressed with bunting in her birthday attire, looked very trim. Mrs. N. A. Siebs performed the ceremony and, after a few seconds, the freed ship was seen to slide, quickly gathering way in her downward descent, while strings of crackers were let off both on board and ashore. Every one pronounced it a splendid launch, and more than one broad Scotsman was obliged to admit, "they could not do it better in Glasgow."

The company afterwards adjourned to the Kowloon Docks Reading room, where Mr. D. E. Brown, chairman of the Company, presided. On behalf of the Dock Company, he thanked those present, especially the ladies for coming to witness and take part in the launching of the steamer. The task of building and engineering such a ship entirely in Hongkong was, he said, the largest piece of work ever undertaken by the Dock Company, and he thought he was safe in congratulating the Dock Company in particular and the Colony in general on having successfully launched the biggest steamer ever built in China, for she was some seventeen feet longer—her other dimensions he could not recall—than the *Yuen Wo*, built in Shanghai in 1883 (Applause). If the chief attributes, or one of the chief attributes, of success in the churning of the new ship lay in having a kind and warm heart to perform the service, the *Kinsman* was likely to attain that success (applause), and he had much pleasure in asking Mrs. Siebs to accept a bracelet, with the compliments and good wishes of the Hongkong and Whampoa Dock Company, as a memento of the occasion. In proposing a long life of success to the *Kinsman*, Mr. Brown hoped that she would so meet with the approval of the owners that before long they would favour the Dock Company with another order. (Heard, heart, and laughter.) After three cheers and a "tiger" had been given the toast was drunk.

Mr. W. B. Dixon, chief manager of the Docks, said that the order for the *Kinsman* was received about a year ago. She was a similar vessel to others on the same line, in fact an improved copy of the *Falshin*. In bringing out materials from home, 150 tons of material had been wrecked in the Red Sea, and as a consequence the boilers of the steamer were not so far advanced as the engines. He said the owners might very well turn their attention to something more modern than the *Hankow*, a fine ship, but being 30 years old was rather out of date (laughter). Mr. Dixon then proposed the toast of the Hongkong, Canton, and Macao Steamboat Company, coupled with the China Navigation Company and Mr. Shewan.

Mr. Siebs, on behalf of his wife as well as of himself, expressed his appreciation of the compliments paid them, and hoped the *Kinsman* would have a long and successful career and earn good dividends. He then proposed continued prosperity to the Dock Company, coupling with the toast the name of Mr. Dixon and the staff of the Docks whom he congratulated on the turning out of such a fine ship.

Hon. R. Shewan, made a witty speech in reply; and proposed the health of the Manager of the Kowloon Docks, Mr. J. Wilson, who, in replying, said that ships could be built as well at Hongkong as anywhere. The following are the dimensions of the new steamer:—Length between perpendiculars, 290 ft.; breadth moulded at main deck, 34 ft.; breadth moulded at 1st water line, 43 ft.; depth moulded to main hatch, 12 ft. Her engines, which are triple expansion, surface condensing, are capable of driving the vessel at a rate of 14 knots. There are six cylinders in P. Cylinder, 20 in. diameter, intermediate cylinder, 31 in. diameter, L. P. cylinder, 30 in. diameter of piston, 27 (inches). There are four single ended cylindrical tubular boilers, 13 by 44 by 10 long. Working pressure 180 lbs. per square inch, besides three corrugated furnaces in each boiler. She is provided with double bottom, built on the cellular system. Her electric dynamo supply the ship with electric lights through out. She has ample passenger accommodation, and is fitted out and furnished in first-class style. There are three wide decks, viz the main, upper, and lower. The vessel, the keel of which was laid on March 12th 1902, is the joint property of the Steam Boat Company and the China Navigation Company Limited. The construction of this craft speaks well for the Dock Company, for she was entirely built at the works. With the exception of the raw materials her fittings, boilers, keel, and machinery are the genuine outcome of incessant labour by the Dock staff. She is intended for the Canton run.

ABOUT the middle of next month (says the S. F. Press) the new General Manager in Singapore of the Eastern Extension Telegraph Co., Mr. Squire, will arrive here to take up his duties. Mr. Squire is a very old telegraph hand, having first entered the service of the Eastern Telegraph Company about the year 1861 when he was in Europe, this being before the days of the Extension. About twenty years ago he was stationed at Singapore and later on in Hongkong, where he was Superintendent in China. When Mr. Grigor Taylor left Sydney to take up the position of General Manager here, Mr. Squire was sent to take charge of the Sydney branch and now comes back from there as General Manager of the station he first entered in the East. He will be welcomed in Sydney by Mr. Browning from New Zealand.

ASK for ASAHI JAPANESE BEER—G. G. Gault.

## SATURDAY'S CRICKET.

The following are the results of Saturday's Cricket, the bowling analyses being unavoidably withheld.

## THE NAVY. 2nd H.N.C.C.

The Navy.—R. B. Garde, R.N. (Capt.), c. J. F. Dixon, b. W. Dixon, 4. L. Bird, R.M.L.I., c. Heron, b. Bird, 1; Lt. Bedford, R.N., b. W. Dixon, 3. Lt. Jackson, R.N., not out, 39. G. A. Coker, R.N., not out, 102. Lt. Raymond, R.N., b. Fanshawe, 37. Lt. Dalrymple, R.N., b. Bisset, R.N., R. H. Carter, R.N., Lt. Lampen, R.M.L.I., and E. W. Fitch R.N., did not bat. Extras, 19, Total, 197.

H.K.C.C.—Lt. Fanshawe, R.A., c. Bird, b. Fitch, 15. J. T. Dixon, c. Garde, b. Carter, 34. J. A. Woodgate, c. Bisset, b. Carter, 8. Capt. Fawcett, R.A., c. Bird, b. Fitch 22. W. Dixon, c. Jackson, b. Fitch 0. A. G. Ward (Capt.), b. Dalrymple 18. A. Mackenzie, not out, 4. G. P. Lammert, c. Bisset, b. Dalrymple 4. R. E. O. Bird, c. Bird, b. Fitch 4. F. C. H. Hickling, and G. O. Heron, did not bat. Extras 7, Total 116.

## CIVIL SERVICE C.C. 2nd PARSEE C.C.

Civil Service C.C.—P. T. Lambie, c. Ruttonjee, b. Pestonji 8. R. C. Wichee, c. Cooper, b. Pestonji 2. L. E. Brett, c. Doctor, b. Pestonji 10. W. Woolley (Capt.), b. Pestonji 4. H. Hoggan, b. Doctor, 1. A. Wheat, c. Movarwalla, b. Pestonji 0. R. H. A. Craig, c. Cooper, b. Doctor 0. F. Robbins, run out, 4. H. J. Knight, b. Pestonji 0. A. Brown, b. Doctor 1. A. Carter, b. Doctor 8. Extras 7, Total, 44.

Parsee C.C.—J. D. Norea, b. Wichee 8. R. Pestonji, b. Brett 8. M. J. Pater, run out, 0. R. D. Cooper, lb.w., b. Brett 8. J. A. Chino, b. Wheat 18. F. M. Camm, c. and b. Brett 7. J. H. Ruttonjee, st. Lambie 18. J. M. Master, b. Lambie 4. C. B. Movarwalla, not out, 4. P. P. Tavaria, b. Woolley 1. P. K. Irani, run out 1. Extras 4, Total, 77.

## CRAIGENOWER CRICKET CLUB. 2nd H.M.S. Cressy.

Craigengower C.C.—J. L. Stuart, b. Polloway, 0. M. H. Hartem, c. Cornish, b. Avins, 12. L. E. Lammert, c. Parsons, b. Polloway, 0. A. O. Brown, b. Polloway, 51. M. E. Asger, lb.w., b. Lee, 9. L. A. Rose, b. Lee, 3. R. P. Ash, lb.w., b. Polloway, 0. F. Ford, c. Curzon, b. Lee, 7. M. A. Razack, b. Polloway, 0. H. Taylor, b. Polloway, 0. L. Vincent, not out, 0. Extras 5, Total 87.

H.M.S. Cressy.—McGuire, b. Brown, 0. Prince, b. Hartem, 0. Hamond, c. Lammert 0. Hartem, 7. Curzon, c. Ford, b. Hartem, 1. Polloway, b. Brown, 9. Avins, c. Taylor, b. Brown, 5. Batten, b. Brown, 15. Lee, run out, 3. Cornish, b. Hartem, 15. Parso, lb.w., b. Brown, 2. Alley, not out 1; Extras, 3. Total 62.

## THE NATIONAL BANK OF CHINA, LIMITED.

The following is the report of the directors to be presented to the twelfth ordinary annual general meeting of shareholders to be held at the offices of the Bank, Victoria Buildings, Hongkong, on Wednesday, 21st January, at noon.

To the Shareholders, The National Bank of China, Limited.

Gentlemen,—The Directors have now the pleasure to submit to you the accounts and balance sheet for the year ending 31st December, 1902.

Before closing the books for the year \$60,000 had to be written off the second reserve fund for defalcations and fraud by our late Comptroller in Yokohama.

The gross profits, including \$21,235.51 brought forward from last year are \$148,799.24, which after deducting all charges and allowing for bad and doubtful debts leaves a net profit of \$45,103.95.

This the Directors propose to deal with as follows:—To pay a dividend of \$1.96 per share (in London 3/4) abating \$79,492.15, to place \$30,000.00 to Reserve and to carry forward \$15,613.80.

On the departure of Mr. Laus for Europe in April Mr. Julius Focke was elected a Director but resigned his seat in the autumn when Mr. Laus, having returned to Hongkong, was re-elected. This will require your confirmation. Mr. Evans retires in rotation from the Head Office Board and Mr. Wolton from the London Committee and, being eligible for re-election, offer themselves accordingly.

The accounts at the Head Office have been audited by Mr. R. C. Wilcox and in London by Messrs. Deloitte, Dever, Griffiths, and Co., Chartered Accountants.

Your obedient servant,

C. EWENS,

Hongkong, 7th January, 1903.

## HONGKONG AND THE CURRENCY QUESTION.

This (the currency question) is now the question of the day, and it is at last being discussed in the Press, remarks the Hongkong correspondent of the M. C. D. News six weeks after the subject was opened in the local newspapers. Public opinion is not, however, by any means united on the subject. Presumably a fluctuating exchange suits some interests, and fixity is not the goal for which such persons wish to make. The great mass of the residents who suffer by the continual falls in the treacherous white metal are, however, dead sick of its caprice, and long with an unappeasable longing for some standard of value which will ensure to them the permanence of what they toil to save. When a man accumulates, say five or ten thousand dollars, and then adds to them what he can save in a year, but at its close, on turning the sum into sterling, finds

he is poorer than at the end of the previous year, in spite of his saving, he is naturally somewhat mad with the elusive coin which seems fated to be his ruin. So people are beginning to find out the nature and severity of the pinch, and those who years ago, when the dollar first commenced its fatal declension, strongly deprecated any tinkering with the currency, have now begun to believe that this is one of those exceptions to the law of supply and demand that really calls for intervention. Their truth seems to be, that silver is ceasing to be a precious metal, and that it can no longer be taken as a standard of value. Consequently the cry for State assistance in this matter of the currency is growing louder and stronger every day, as the evils of a silver standard, become more and more apparent. The Chamber of Commerce have, I hear, been asked by the Singapore Chamber of Commerce for assistance of co-operation in the attempt now being made by the Straits Settlements to secure a gold standard, and a special meeting of the Committee was held on the 23rd inst., to consider the communication. It is said that the Committee decided that nothing could be done here, owing to the proximity of the Colony to China, and that while China has a silver currency Hongkong must remain on the same basis, or lose much of her trade. This was the decision arrived at by the Chamber in 1897, and the Committee, it would seem, still adhere to it. The public, however, including a large proportion—probably the majority—of the members of the Chamber, think otherwise. They are of opinion that Hongkong, in this respect, stands not where she stood in 1897, but that she is in very much worse case. The evil of an unstable exchange has been greatly accentuated, and the fall in the value of silver securities has been enormous since that date. The colonists also fear that with the demonization of silver in Siam and Indo-China, the first fact accomplished, the latter impending, if the Straits Settlements succeed in getting on a gold basis, there will be a further heavy fall in the value of silver, and the dollar may drop below the rupee. What is desired, therefore, is that this Colony should take steps to induce the Government to extend the labours of the Commission appointed to inquire into the Straits currency to Hongkong, and to give the same measure of relief to the latter simultaneously. It is no good trying to live in a fool's paradise any longer, hoping against hope that things will right themselves and the white metal improve in value, either by some unlooked-for demand or the closing down of sufficient mines to reduce the supply. Nothing of the kind is likely to happen. What is more likely to occur is that the silver hoards of the United States and Mexico may be thrown on to the market, some fine day and silver become a mere article of commerce, like nickel or tin. I do not know whether anything will be done by the colonists to help themselves, but I feel sure the decision of the Chamber of Commerce committee will not give satisfaction or impart either comfort or confidence to the community. In this matter, it is to be feared, the committee do not represent the community, and it may be doubted whether they really speak for the Chamber.

## Commercial.

TO-DAY'S INTELLIGENCE.

HONGKONG BANK shares are very scarce on this market and difficult to obtain. There are buyers at \$70, but there are no sellers. There have been small sales of HONGKONG, CANTON & MACAO STEAMBOATS at \$37.50 and \$37.75 and there are still sellers at the latter rate. There is nothing doing in INDO-CHINA TEAM NAVIGATIONS, and they can be had at \$86. CHINA & MANILA STEAMSHIP COs. may be quoted at \$35. Sales effected of DOUGLAS STEAMSHIP COs. at \$45. A few shares of S.H. L. TRANSPORTS have been placed at £1. 7. 6-10. Sellers of CHINA SUGARS at \$9, and buyers at \$88. HONGKONG & WHAMPOA DOCKS have again changed hands at \$207.50. HONGKONG & KOWLOON WHARVES are wanted at \$50. HONGKONG LAND INVESTMENTS are in request, and sales have been made at \$84. HUMPHREYS ESTATES show sales at \$12 to \$12.15.

## SHANGHAI FREIGHT MARKET.

In their report, dated Shanghai, 7th inst. Messrs. Wheelock & Co. state:—On account of the holidays our Homeward Freight market has been almost at a standstill which is not to be wondered at, and we are sorry to say that, we see very little chance of improvement until after the China New Year which takes place about the end of this month.

Coastwise.—Things are also at a very low ebb and there is very little business offering considering the number of steamers seeking employment, rates are weak and as far as we can see are likely to remain so for a few weeks to come.

## COAL AND KEROSENE.

Messrs. Wheelock & Co., writing under date 7th inst., report:—

Coal.—Japan.—Since last writing, the Christmas and New Year Holidays have intervened and have considerably interfered with business generally, but more so with this trade as vessels were also prevented loading in Japan; we therefore have no transactions to report. There has been a decline in rates of freight and the last fixture was made at \$1. 5 per ton. Kerosene Oil.—The business done amongst the natives has been extremely small and very few sales have been effected. Devoes is being quoted at \$1. 2. 2 1/2 per case for ready and for one month's clearance. The 2 1/2 per case for the first hands are asking \$1. 2. 40. Russian kerosene is quoted at \$1. 1. 7 1/2. The only arrival has been the S.S. *Claudia* on the 6th ultimo with 10,000 cases of Langkat Bulk Oil.

ASK for ASAHI JAPANESE BEER—G. G. Gault.

EXCHANGE.	
ON LONDON, Telegraphic Transfer	106 1/2
Bank Bills, on demand	106 1/2
Credit, 4 months' sight	107 1/2
On Paris, Bank Bills, on demand	106 1/2
Credit, 4 months' sight	107 1/2
ON BERLIN, (demand)	106 1/2
ON PARIS, Bank Bills, on demand	106 1/2
Credit, 4 months' sight	107 1/2
ON NEW YORK, Bank Bills, on demand	38 1/2
Credit, 30 days' sight	39
ON HONGKONG, Telegraphic Transfer	117 1/2
On demand	117 1/2
ON SHANGHAI, Telegraphic Transfer	72 1/2
Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	76 1/2
Sovereigns, Bank's Buying Rate	\$12.65
Gold Leaf 100 touch, per tael	65.10
Bar Silver	22 1/2

OPIUM QUOTATIONS.	
Today's quotations are as follows:—	
MALWA NEW	Per chest, \$ 960/1,000
" LAST YEAR	" 1,010/1,030
" OLDEST	" 1,040/1,080
PATNA NEW	" 1,015
BENARES NEW	" 1,095
PERSIAN (PAPER)	" 670/750

## To-day's Advertisements.

PUBLIC AUCTION.  
THE Undersigned have received instructions to sell by PUBLIC AUCTION, on WEDNESDAY, the 14th January, 1903, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice-House Street, 100 Cases SCOTCH WHISKY; 45 Cases CHAMPAGNE; 20 Cases CHEESE; 15 Cases RUM; 10 Cases GIN.

ALSO  
A Quantity of ASSORTED WINES and SPIRITS.  
TERMS:—As usual.  
HUGHES & HUGHES, Auctioneers.  
Hongkong, 12th January, 1903. [45c]

WANTED.  
A TEACHER for ST. JOSEPH'S COLLEGE.  
Apply by Letter to  
BRO. FRANCIS, Director, St. Joseph's College.  
No. 2, Robinson Road, Hongkong, 12th January, 1903.

## GOVERNMENT BILLS.

TENDERS FOR SPECIE, BRITISH and MEXICAN DOLLARS, Current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M. on THURSDAY, the 15th instant.

The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100. The Tenders to be in Duplicate, and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."

The right to accept or reject any or all of the Tenders is reserved. Copies of Forms of Tender can be had on application.

GEO. H. FERRIER, Colonel, Chief Paymaster, China, His Majesty's Treasury Office, Queen's Road, Hongkong, 12th January, 1903. [46c]

IMPERIAL GERMAN MAIL LINE.  
NORDEUTSCHER HAMBURG-AMERIKA-LOYD.

## NOTICE TO CONSIGNEES.

THE Steamship

"DARMSTADT," of the NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasuries and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 19th instant, at 9.3



## TELEGRAMS

## "HONGKONG TELEGRAPH" SERVICE.

(From Our Own Correspondent.)

## Terrible Catastrophe at Nanking.

100 LIVES LOST.

SHANGHAI, 12th January, 5 27 p.m.

A landslip has occurred at Nanking by which Messrs. Butterfield and Swire's bonding godown slipped into the river causing a serious loss of life. It is estimated that 100 persons were lost through the catastrophe.

(By special arrangement with Der Ostasiatische Lloyd.)

## New Consulates for China.

GERMAN PROGRESS.

BERLIN, 10th January, 10.53 p.m.

The German Budget includes a Minister-Residency for Korea, a second Vice-Consulate for Shanghai, Consulate General for Singapore, a Consulate for Saigon. New Consulates are already being built in Hankow, Canton and Nanking.

## Another Large Loan.

The Reichstag asks for a new loan of M. 219,921,739.

## Settling the Venezuelan Difficulties.

WASHINGTON, AND NOT THE HAGUE.

The Venezuelan Government has at last been granted their request to have the difficulties arising out of the claims for alleged damages and injuries to British and German subjects during the civil war settled by arbitration. When President Roosevelt declined to act as arbitrator the European Governments concerned agreed to have the differences referred to the Hague Tribunal, but the question will now be settled at Washington. The American Consul, Mr. Bowen, will represent President Castro, while England and Germany have appointed their respective ambassadors as their arbitrators.

(R. W. R.)

## Mr. Chamberlain in South Africa.

LONDON, January 9th.

Mr. Chamberlain replying to the address from the Boer leaders said that he would have been better pleased if it had contained, besides demands, some recognition of what the British Government had already done. The exiled Burghers would not be allowed to return unless they accepted the terms of peace. As to the Burghers in Europe, they should prove their loyalty by accounting for the money they had taken to Europe.

Bequest.

Mr. MacGregor, an East Indian merchant, has left his fortune of £150,000 in equal portions to the corporations of Glasgow and Rangoon.

LATER.

## Rumoured Attempts on the lives of Lord Milner and Mr. Chamberlain.

All the Bourses have been affected by an extraordinary rumour of attempts on the lives of Lord Milner and Mr. Chamberlain at Johannesburg but have subsequently recovered (except in South Africans which continue depressed) on the publication of official denials of any serious illness.

## The Venezuelan Arbitration.

It seems probable that the Hague arbitration on the Venezuela question will be abandoned and that the dispute will be settled by a conference to be held at Washington.

## South Africa.

Commandant Botha giving an account of the Boer Generals' European Mission at a meeting of Boers at Pretoria stated that it yielded £100,000. Mr. Chamberlain in the course of his reply to the Boer Address on Thursday contrasted this with the amount that the British Government was devoting to the Boers, which when war claims, repatriation expenses and compensations were paid would be between £10,000,000 and £15,000,000.

## LATE CABLE NEWS.

(via Rangoon.)

INDIA-CEYLON RAILWAY. Calcutta, 19th December.—The first sitting of the Commission which has been appointed to consider the question of a broad-gauge railway between India and Ceylon and other kindred matters will be held in the Council Chamber of the Government of Madras on the 17th February next.

FOOTBALL.—London, 21st December.—In the match between North versus South the North scored a goal and two tries and the South two goals.

(Via Shanghai.)

## THE RUSSIAN PROPOSAL TO ESTABLISH A CUSTOMS SERVICE AT DALNY.

Peking, 2nd January.—Russia has proposed, through Mr. "Okotiloff," to establish a Customs-house at Dalny. The Chinese Government has conferred on the matter with Sir Robert Hart, and the latter has no objection to its establishment under the same conditions as the Customs-house at Tsingtao, but he is absolutely opposed to its being placed under Russian control. The negotiation is now at a standstill, but it is thought that Russia will endeavour to obtain her desire under the fifth article of the Chinese Eastern Railway Agreement, and it is greatly feared that the matter may become a serious one, as China's consent to the Russian demand will give other Powers having concessions in China a pretext for following the precedent set by Russia.—N. C. Daily News.

## THE E. &amp; A. S. S. "EASTERN"

DELAYED AT MACAO.

(From Our Own Correspondent.)

MACAO, 11th January. The deplorable condition of the harbour and approaches of Macao has rarely been the subject of severer comment than on last Saturday, when the departure of the Eastern and Australian S.S. Co.'s steamer was delayed thirty-six hours off the Macao road-head. The steamers of this company are under contract with the Portuguese Government to call at Macao once in two months to take passengers and mail for Timor. In pursuance of the agreement the *Eastern* left Hongkong at daylight on Friday for Macao. The vessel was heavily laden, and in consequence of the badly silted up condition of the Macao road-way, she could not approach nearer than about twelve miles off and anchored well out a little past Lantau. At nine o'clock in the morning the mail and passengers from Macao had been expected on board; but no signs of either appeared. The day dragged its weary length for the Captain and crew of the Australian liner and yet not a vestige of the Macao launch could be discerned although a sharp look-out was kept by the crew on deck. Friday passed and Saturday dawned yet mail and passenger still kept away. Communication from the ship with the ship's agent at Macao was impossible. A heavy sea was running all the time accompanied by strong wind. The passing of the *Perseverance* was then looked forward to; and when she was sighted she was signalled by the Captain of the *Eastern*. The latter in her whistle, and the *Perseverance* approached her, when it was made known to her master that she was desired to convey the shipping clerk from the *Eastern* to Macao. While the *Perseverance* stood by, a gig manned by eight of a crew in charge of the Second Officer was launched and in her the clerk was transhipped on board the launch. Caving to the high sea and wind the undertaking was not unattended without some danger. The shipping official arrived at Macao on Saturday shortly after twelve o'clock. Here he learnt that an early attempt was made by the Government launch on Friday to convey the passengers from Macao, the cargo on a junk being towed by the launch. But the weather and sea was too much for the launch, which could not accomplish her journey to the *Eastern*. It happened that the hawser carried in an attempt to reconnect the launch collided with the junk, damming her own bow. She then put back to Macao. Heavy weather continued all Friday, and on Saturday another attempt was made by another launch to reach the *Eastern*. This also proved a failure. On arriving at Macao, efforts were made to induce the master of one of the larger steam-launches to take the ship's papers to the Australian mail steamer, not assaying to carry either passenger or cargo on board of her; but persuasive powers were unavailing for a time until in the end the master of the *Tuifing* could be induced to take his boat out for \$500 for the single journey. Late in the evening she weighed anchor from the inner harbour and after a hard struggle with the elements eventually succeeded in handing to the Captain of the *Eastern* her papers when to the satisfaction of all she could proceed on her voyage to Australia. Of course, the Portuguese Government officials and their luggage were left behind to await the next steamer two months hence. It is only the improvidence of a past lethargic administration that, in spite of expert report and recommendations, could have allowed such a thing to come to pass that the port of Macao, had as it is but without which the Colony would be worthless to an nation, excepting as an historic relic, should be in a condition that even a moderate-sized ocean steamer cannot approach it nearer than twelve miles and even then without incurring the serious delay and heavy expense when communication happens to be entirely cut off by stress of weather. In her own interests Portugal should awake to the imperative necessity of her ancient colony. Now or never is her opportunity to restore Macao to its erstwhile position as a maritime port in the East. Clearly her first duty is to provide an anchorage for the carriers of the sea borne traffic. It is in those carriers that one sees the wealth of nations borne across seas, and though Portugal in her present-day decadence is too poor to have vessels of her own other merchants and traders will not be slow to avail themselves of the opportunities Macao may offer for profitable trade, and whilst envying enough for their own error might help Macao to make much of herself.

LAUNCH OF THE KINSHAN.—AT THE KOWLOON DOCKS. Saturday was indeed a red letter day for Hongkong when the launching of the *Kinshan*, the largest vessel yet built in China, was successfully performed at the Kowloon Docks. Special launches conveyed a number of Victoria residents from Queen's Statue Pier to the Docks at 4.30 p.m., and on arriving at the works, shortly before five o'clock, the yard was found to be well filled with both European and Chinese spectators. The new steamer, gallily dressed with bunting in her birthday attire, looked very trim. Mrs. N. A. Siebs performed the ceremony and, after a few seconds, the freed ship was seen to slide, quickly gathering way in her downward descent, while strings of crackers were let off both on board and ashore. Every one pronounced it a splendid launch, and more than one broad Scotsman was obliged to admit, "they could not do it better in Glasgow." The company afterwards adjourned to the Kowloon Docks Reading room, where Mr. D. E. Brown, chairman of the Company, presided. On behalf of the Dock Company, he thanked those present, especially the ladies for coming to witness and take part in the launching of the steamer. The task of building and engineering such a ship entirely in Hongkong was, he said, the largest piece of work ever undertaken by the Dock Company, and he thought he was safe in congratulating the Dock Company in particular and the Colony in general on having successfully launched the biggest steamer ever built in China, for she was some seventeen feet longer—her other dimensions he could not recall—than the *Yuen Wo*, built in Shanghai in 1883. (Applause.) If the chief attribute, or one of the chief attributes, of success in the christening of the new ship lay in having a kind and warm heart to perform the service, the *Kinshan* was likely to attain that success (applause), and he had much pleasure in asking Mrs. Siebs to accept a bracelet, with the compliments and good wishes of the Hongkong and Whampoa Dock Company, as a memento of the occasion. In proposing a long life of success to the *Kinshan*, Mr. Brown hoped that she would so meet with the approval of the owners that before long they would favour the Dock Company with another order. (Hear, hear, and laughter.) After three cheers and a "tiger" had been given to the toast was drunk. Mr. W. B. Dixon, chief manager of the Docks, said that the order for the *Kinshan* was received about a year ago. She was a similar vessel to others on the same line, in fact an improved copy of the *Yatshon*. In bringing out materials from home, 150 tons of material had been wrecked in the Red Sea, and as a consequence the boilers of the steamer were not so far advanced as the engines. He said the owners might very well turn their attention to something more modern than the *Hankow*, a fine ship, but being 30 years old was rather out of date (laughter). Mr. Dixon then proposed the toast of the Hongkong, Canton, and Macao Steamboat Company, coupled with the China Navigation Company and Mr. Shewan. Mr. Siebs, on behalf of his wife as well as of himself, expressed his appreciation of the compliments paid them, and hoped the *Kinshan* would have a long and successful career and earn good dividends. He then proposed continued prosperity to the Dock Company, coupling with the toast the name of Mr. Dixon and the staff of the Docks whom he congratulated on the turning out of such a fine ship. Hon. R. Shewan made a witty speech in reply, and proposed the health of the Manager of the Kowloon Docks, Mr. J. Wilson, who, in replying, said that ships could be built as well at Hongkong as anywhere.

The following are the dimensions of the new steamer:—Length between perpendiculars, 290 ft.; breadth moulded at main deck, 54 ft.; breadth moulded at 1st water line, 43 ft.; depth moulded to main hatch, 12 ft. Her engines, which are triple expansion, surface condensing, are capable of driving the vessel at a rate of 14 knots. There are six cylinders: 1. 1. Cylinder, 20 in. diameter, intermediate cylinder, 31 in. diameter, L. P. cylinder, 50 in. diameter, 27 (inches). There are four single ended cylindrical tubular boilers, 13 ft. 4 in. by 10 ft. long. Working pressure, 180 lbs. per square inch, besides three corrugated furnaces in each boiler. She is provided with double bottom, built on the cellular system. Her electric dynamo supply the ship with electric lights through out. She has ample passenger accommodation, and is fitted out and furnished in first-class style. There are three wide decks, viz the main, upper, and lower. The vessel, the keel of which was laid on Mar 12 1902, is the joint property of the Steam Boat Company and the China Navigation Company Limited. The construction of this craft speaks well for the Dock Company, for she was entirely built at the works. With the exception of the raw materials her fittings, boilers, keel, and machinery are the genuine outcome of incessant labour by the Dock staff. She is intended for the Canton run.

## LAUNCH OF THE KINSHAN.

AT THE KOWLOON DOCKS.

Saturday was indeed a red letter day for Hongkong when the launching of the *Kinshan*, the largest vessel yet built in China, was successfully performed at the Kowloon Docks. Special launches conveyed a number of Victoria residents from Queen's Statue Pier to the Docks at 4.30 p.m., and on arriving at the works, shortly before five o'clock, the yard was found to be well filled with both European and Chinese spectators. The new steamer, gallily dressed with bunting in her birthday attire, looked very trim. Mrs. N. A. Siebs performed the ceremony and, after a few seconds, the freed ship was seen to slide, quickly gathering way in her downward descent, while strings of crackers were let off both on board and ashore. Every one pronounced it a splendid launch, and more than one broad Scotsman was obliged to admit, "they could not do it better in Glasgow." The company afterwards adjourned to the Kowloon Docks Reading room, where Mr. D. E. Brown, chairman of the Company, presided. On behalf of the Dock Company, he thanked those present, especially the ladies for coming to witness and take part in the launching of the steamer. The task of building and engineering such a ship entirely in Hongkong was, he said, the largest piece of work ever undertaken by the Dock Company, and he thought he was safe in congratulating the Dock Company in particular and the Colony in general on having successfully launched the biggest steamer ever built in China, for she was some seventeen feet longer—her other dimensions he could not recall—than the *Yuen Wo*, built in Shanghai in 1883. (Applause.) If the chief attribute, or one of the chief attributes, of success in the christening of the new ship lay in having a kind and warm heart to perform the service, the *Kinshan* was likely to attain that success (applause), and he had much pleasure in asking Mrs. Siebs to accept a bracelet, with the compliments and good wishes of the Hongkong and Whampoa Dock Company, as a memento of the occasion. In proposing a long life of success to the *Kinshan*, Mr. Brown hoped that she would so meet with the approval of the owners that before long they would favour the Dock Company with another order. (Hear, hear, and laughter.) After three cheers and a "tiger" had been given to the toast was drunk.

Mr. W. B. Dixon, chief manager of the Docks, said that the order for the *Kinshan* was received about a year ago. She was a similar vessel to others on the same line, in fact an improved copy of the *Yatshon*. In bringing out materials from home, 150 tons of material had been wrecked in the Red Sea, and as a consequence the boilers of the steamer were not so far advanced as the engines. He said the owners might very well turn their attention to something more modern than the *Hankow*, a fine ship, but being 30 years old was rather out of date (laughter). Mr. Dixon then proposed the toast of the Hongkong, Canton, and Macao Steamboat Company, coupled with the China Navigation Company and Mr. Shewan. Mr. Siebs, on behalf of his wife as well as of himself, expressed his appreciation of the compliments paid them, and hoped the *Kinshan* would have a long and successful career and earn good dividends. He then proposed continued prosperity to the Dock Company, coupling with the toast the name of Mr. Dixon and the staff of the Docks whom he congratulated on the turning out of such a fine ship. Hon. R. Shewan made a witty speech in reply, and proposed the health of the Manager of the Kowloon Docks, Mr. J. Wilson, who, in replying, said that ships could be built as well at Hongkong as anywhere.

The following are the dimensions of the new steamer:—Length between perpendiculars, 290 ft.; breadth moulded at main deck, 54 ft.; breadth moulded at 1st water line, 43 ft.; depth moulded to main hatch, 12 ft. Her engines, which are triple expansion, surface condensing, are capable of driving the vessel at a rate of 14 knots. There are six cylinders: 1. 1. Cylinder, 20 in. diameter, intermediate cylinder, 31 in. diameter, L. P. cylinder, 50 in. diameter, 27 (inches). There are four single ended cylindrical tubular boilers, 13 ft. 4 in. by 10 ft. long. Working pressure, 180 lbs. per square inch, besides three corrugated furnaces in each boiler. She is provided with double bottom, built on the cellular system. Her electric dynamo supply the ship with electric lights through out. She has ample passenger accommodation, and is fitted out and furnished in first-class style. There are three wide decks, viz the main, upper, and lower. The vessel, the keel of which was laid on Mar 12 1902, is the joint property of the Steam Boat Company and the China Navigation Company Limited. The construction of this craft speaks well for the Dock Company, for she was entirely built at the works. With the exception of the raw materials her fittings, boilers, keel, and machinery are the genuine outcome of incessant labour by the Dock staff. She is intended for the Canton run.

ABOUT the middle of next month (says the *S. F. Press*) the new General Manager in charge of the Eastern Extension Telegraph Co., Mr. Squire, will arrive here to take up his duties. Mr. Squire is a very old telegraph hand, having first entered the service of the Eastern Telegraph Company about the year 1851 when he was in Europe, this being before the days of the Extension. About twenty years ago he was stationed at Singapore and later on in Hongkong, where he was Superintendent in China. When Mr. Grigor Taylor left Sydney to take up the position of General Manager here, Mr. Squire was sent to take charge of the Sydney branch, and now comes back from there as General Manager of the station he first entered the East. He will be relieved in Sydney by Mr. Browning from New Zealand.

## SATURDAY'S CRICKET.

The following are the results of Saturday's Cricket, the bowling analyses being unavoidably withheld.

## THE NAVY V. H.K.C.C.

The Navy—R. B. Gardie, R.N. (Capt.), c. J. P. Dixon, b. W. Dixon, 4. L. Bird, R.M.L.I., c. Heron, b. Bird, 1; Lt. Bedwell, R.N., b. W. Dixon, 0; Lt. Jackson, R.N., not out, 39. G. A. Cooke, R.N., not out, 101. Lt. Raymond, R.N., b. Fanshawe, 37. Lt. Dalrymple, R.N., Mid. Bisset, R.N., R. H. Carter, R.N., Lt. Lampen, R.M.L.I., and E. W. Fitch R.N., did not bat, Extras, 19, Total, 197.

H.K.C.C.—Lt. Fanshawe, R.A., c. Bird, b. Fitch, 15; J. T. Dixon, c. Garde, b. Carter, 34; J. A. Woodgates, c. Bisset, b. Carter, 8, Capt. Fawcett, R.A., c. Bird, b. Fitch, 22; W. Dixon, c. Jackson, b. Fitch, 0; A. G. Ward (Capt.), b. Dalrymple, 18; A. Mackenzie, not out, 4; G. P. Lammert, c. Bisset, b. Dalrymple, 4; R. E. O. Bird, c. Bird, b. Fitch, 4; F. C. H. Hickling, and G. O. Heron, did not bat, Extras 7, Total 116.

## CIVIL SERVICE C.C. V. PARSEE C.C.

Civil Service C.C.—P. T. Lamble, c. Ruttonjee, b. Pestonji, 8; R. C. Wicheh, c. Cooper, b. Pestonji, 2; L. E. Brett, c. Doctor, b. Pestonji, 10; W. Woolley (Capt.), b. Pestonji, 4; H. Hoggarth, b. Doctor, 1; A. Wheel, c. Movawala, b. Pestonji, 0; R. H. A. Craig, c. Cooper, b. Doctor, 0; F. Robbins, run out, 4; H. J. Knight, b. Pestonji, 0; A. Brown, b. Doctor, 1; A. Carter, b. Doctor, 8, Extras 7, Total, 44.

Parsee C.C.—J. D. Noren, b. Wicheh, 8; R. Pestonji, b. Brett, 8; M. J. Doctor, run out, 0; R. D. Cooper, 1; b. w. b. Brett, 3; J. A. Chiny, b. Wheel, 18; F. M. Camm, c. b. Brett, 7; J. H. Ruttonjee, c. Lamble, 18; J. M. Master, b. Lambie, 4; C. B. Movawala, not out, 4; P. P. Tavaria, b. Woolley, 1; P. K. Irani, run out, 1; Extras 4, Total, 77.

CRAIGENOWER CRICKET CLUB V. H.M.S. *Cressy*.

Craigengower C.C.—J. L. Stuart, b. Holloway, 0; M. H. Hartem, c. Cornish, b. Avins, 12; L. E. Lammert, c. Parsons, b. Holloway, 0; A. O. Brown, b. Holloway, 51; M. E. Asger, b. w. b. Lee, 0; L. A. Rose, b. Lee, 3; R. Fasa, b. w. b. Holloway, 0; F. Ford, c. Curzon, b. Lee, 7; M. A. Razack, b. Holloway, 0; H. H. Taylor, b. Holloway, 0; L. Vincent, not out, 0; Extras, 5, Total 87.

H.M.S. *Cressy*.—McGuire, b. Brown, 0; Prince, b. Hartem, 0; Hamond, c. Lammert, 0; Hartem, 7; Cursons, c. Ford, b. Hartem, 1; Holloway, b. Brown, 0; Avins, c. Taylor, b. Brown, 5; Batten, b. Brown, 16; Lee, run out, 3; Cornish, b. Hartem, 15; Parso, s. b. w. b. Brown, 2; Alley, not out 1; Extras, 3, Total 62.

## THE NATIONAL BANK OF CHINA, LIMITED.

The following is the report of the directors to be presented to the twelfth ordinary annual general meeting of shareholders to be held at the offices of the Bank, Victoria Buildings, Hongkong, on Wednesday, 21st January, at noon.

To the Shareholders, The National Bank of China, Limited. Gentlemen.—The Directors have now the pleasure to submit to you the accounts and balance sheet for the year ending 31st December, 1902.

Before closing the books for the year \$60,000 had to be written off the second reserve fund for defalcations and fraud by our late Comptroller in Yokohama.

The gross profits, including \$21,235.51 brought forward from last year are \$348,799.24, which after deducting all charges and allowing for bad and doubtful debts leaves a net profit of \$545,103.95.

This Directors propose to deal with as follows:—To pay a dividend of 1.96% per share (in London 3/11) at or about \$79,492.15, to place \$50,000.00 to Reserve and to carry forward \$5,613.80.

On the departure of Mr. Lauts for Europe in April Mr. Julius Focke was elected a Director but resigned his seat in the autumn when Mr. Lauts, having returned to Hongkong, was re-elected. This will require your confirmation.

Mr. Ewens requires in rotation from the Head Office Board and Mr. Wotton from the London Committee and, being eligible for re-election, offer themselves accordingly.

The accounts at the Head Office have been audited by Mr. R. C. Wilcox and in London by Messrs. Deloitte, Devere, Griffiths and Co., Chartered Accountants.

Your obedient servant, C. EWENS, Chairman.

Hongkong, 7th January, 1903.

## HONGKONG AND THE CURRENCY QUESTION.

This (the currency question) is now the question of the day, and it is at last being discussed in the Press, remarks the Hongkong correspondent of the *M. C. D. News* six weeks after the subject was opened in the local newspapers. Public opinion is not, however, by any means united on the subject. Presumably a fluctuating exchange suits some interests, and fixity is not the goal for which such persons wish to make. The great mass of the residents who suffer by the continual falls in the treacherous white metal are, however, dead sick of its caprice, and long with an unappeasable longing for some standard of value which will ensure to them the permanence of what they toil to save. When a man accumulates, say five or ten thousand dollars, and then adds to them what he can save in a year, but at its close, on turning the sum into sterling finds

he is poorer than at the end of the previous year, in spite of his saving, he is naturally somewhat mad with the elusive coin which seems fated to be his ruin. So people are beginning to find out the nature and severity of the pinch, and those who years ago, when the dollar first commenced its fatal declension, strongly deprecated any tinkering with the currency, have now begun to believe that this is one of those exceptions to the law of supply and demand that really calls for intervention. Their truth seems to be, that silver is ceasing to be a precious metal, and that it can no longer be taken as a standard of value. Consequently the cry for State assistance in this matter of the currency is growing louder and stronger every day, as the evils of a silver standard become more and more apparent. The Chamber of Commerce have, I hear, been asked by the Singapore Chamber of Commerce for assistance of co-operation in the attempt now being made by the Straits Settlements to secure a gold standard, and a special meeting of the Committee was held on the 23rd inst., to consider the communication. It is said that the Committee decided that nothing could be done here, owing to the proximity of the Colony to China, and that while China has a silver currency Hongkong must remain on the same basis, or lose much of her trade. This was the decision arrived at by the Chamber in 1897, and the Committee, it would seem, still adhere to it. The public, however, including a large proportion—probably the majority—of the members of the Chamber, think otherwise. They are of opinion that Hongkong, in this respect, stands not where she stood in 1897, but that she is in very much worse case. The evil of an unstable exchange has been greatly exaggerated, and the fall in the value of silver securities has been enormous since that date. The colonists also fear that with the demonization of silver in Siam and Indo-China, the first fact accomplished, the latter impending, if the Straits Settlements succeed in getting on a gold basis, there will be a further heavy fall in the value of silver, and the dollar may drop below the rupee. What is desired, therefore, is that this Colony should take steps to induce the Government to extend the labours of the Commission appointed to inquire into the same measure of relief to the latter simultaneously. It is no good trying to live in a fool's paradise any longer, hoping against hope that things will right themselves and the white metal improve in value, either by some unlooked-for demand or the closing down of sufficient mines to reduce the supply. Nothing of the kind is likely to happen. What is more likely to occur is that the silver hoards of the United States and Mexico may be thrown on to the market some fine day and silver become a mere article of commerce, like nickel or tin. I do not know whether anything will be done by the colonists to help themselves, but I feel sure the decision of the Chamber of Commerce committee will not give satisfaction or impart either comfort or confidence to the community. In this matter, it is to be feared, the committee do not represent the community, and it may be doubted whether they really speak for the Chamber.

## Commercial.

TO-DAY'S INTELLIGENCE.

HONGKONG BANK shares are very scarce on this market and difficult to obtain. There are buyers at \$670, but there are no sellers. There have been small sales of HONGKONG, CANTON & MACAO TEA BOATS at \$37.50 and \$37.75 and there are still sellers at the latter rate. There is nothing doing in INDO CHINA TEA NAVIGATIONS, and they can be had at \$66. CHINA & MANILA STEAMSHIP CO. may be quoted at \$25. Sales effected of DOUGLAS STEAMSHIP CO. at \$45. A few shares of S.H.M. TRANSPORTS have been placed at £1. 7/6 in £1. 7/8. Sellers of CHINA SUGARS at \$39, and buyers at \$38. HONGKONG & WHAMPOA DOCKS have again changed hands at \$207.50. HONGKONG & KOWLOON WHARVES are wanted at \$50. HONGKONG LAND INVESTMENTS are in request, and sales have been made at \$8. HUMPHREYS ESTATES show sales at \$12 to \$12.15.

## SHANGHAI FREIGHT MARKET.

In their report, dated Shanghai, 7th inst. Messrs. Wheelock & Co. state:—On account of the holidays our Homeward Freight market has been almost at a standstill which is not to be wondered at, and we are sorry to say that we see very little chance of improvement until after the China New Year which takes place about the end of this month.

Coastwise.—Things are also at a very low ebb and there is very little business offering considering the number of steamers seeking employment, rates are weak and as far as we can see are likely to remain so for a few weeks to come.

## COAL AND KEROSENE.

Messrs. Wheelock & Co., writing under date 7th inst. report:—

Coal.—Japan.—Since last writing, the Christmas and New Year holidays have intervened, and have considerably interfered with business generally, but more so with this trade as vessels were also prevented loading in Japan, we therefore have no transactions to report. There has been a decline in rates of freight and the last fixture was made at \$1. 5 per ton. Kerosene Oil.—The business done among the natives has been extremely small and very few sales have been effected. Devos is being quoted at Tls. 2.23 per case for ready and for one month's clearance @ Tls. 2.25 per case while first hands are asking Tls. 2.40. Russian bulk is quoted at Tls. 1.77. The only arrival has been the *ss. Clam* on the 10th, bringing with it 18,000 cases Langkat Bulk Oil.

EXCHANGE.	
ON LONDON, Telegraphic Transfer	1/16
Bank Bills, on demand	1/16 15/16
Credits, 4 months' sight	1/17 5/16
D'cents, 4 months' sight	1/17 7/16
ON BERLIN, (demand)	M. 1.61
ON PARIS, Bank Bills, on demand	1.98
Credits, 4 months' sight	2.02
ON NEW YORK, Bank Bills, on demand	30
Credits, 30 days' sight	39
ON HAMBURG, Telegraphic Transfer	117 1/2
On demand	117 1/2
ON SHANGHAI, Telegraphic Transfer	117 1/2
Private, 30 days' sight	nom.
ON YOKOHAMA, T.T.	76 1/2 % prem.
Sovereigns, Bank's Buying Rate	\$12.65
Gold Leaf, 100 touch, per tael	65.10
Bar Silver	22 1/2

## OPIUM QUOTATIONS.

Today's quotations are as follows:—	
	Per chest.
MALWA NEW	@ \$ 960/1,000
" LAST YEAR	@ 1,010/1,030
" OLDEST	@ 1,040/1,080
PATNA NEW	@ 1,015
BENARES NEW	@ 1,005
PERSIAN (PAPER)	@ 670/750.

## To-day's Advertisements.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, on WEDNESDAY, the 14th January, 1903, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street, 100 Cases SCOTCH WHISKY; 45 Cases CHAMPAGNE; 20 Cases CHEESE; 15 Cases RUM; 10 Cases GIN.

Also A Quantity of ASSORTED WINES and SPIRITS. TERMS:—As usual. HUGHES & HUGHES, Auctioneer. Hongkong, 12th January, 1903. [45c]

## WANTED.

A TEACHER for ST. JOSEPH'S COLLEGE. Apply by Letter to BRO. FRANCIS, Director, St. Joseph's College. No. 2, Robinson Road, Hongkong, 12th January, 1903.

## GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and MEXICAN DOLLARS, Current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on THURSDAY, the 15th inst.

The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills." The right to accept or reject any or all of the Tenders is reserved. Copies of Forms of Tender can be had on application.

GEO. H. FERRIER, Colonel, Chief Paymaster, China. His Majesty's Treasury Office, Queen's Road, Hongkong, 12th January, 1903. [46c]

## NOTICE TO CONSIGNEES.

## THE Steamship

"DARMSTADT" of the NORDEUTSCHER LOYD, having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Value are being landed and stored at their



## Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LD.  
JOINT SERVICES.FORTNIGHTLY-SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL.  
MONTHLY SAILINGS FOR CONTINENT.

## OUTWARDS.

FROM	STEAMERS	DUE ON
GLASGOW and LIVERPOOL	"PYRRHUS"	14th January.
"	"PAKLING"	22nd "
"	"DIOMED"	28th "
"	"CHINGWO"	3rd February.
"	"MACHAON"	11th "

## HOMEWARDS.

FOR	STEAMERS	TO SAIL ON
LONDON	"ANTENOR"	20th January.
"	"TELEMACHUS"	3rd February.
"	"PROMETHEUS"	17th February.

## LIVERPOOL BERTH.

FOR	STEAMERS	TO SAIL ON
LIVERPOOL	"TYDEUS"	24th January.
"	"DARDANUS"	20th February.
MARSEILLES, ANTWERP and AMSTERDAM	"OOPACK"	13th January.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL ON
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"PAKLING"	24th January.
NAGASAKI, KOBE and YOKOHAMA	"PROMETHEUS"	17th February.

The S.S. "PROMETHEUS" has arrived and leaves for Shanghai to-morrow.  
The S.S. "PYRRHUS" left Singapore on 11th inst. and is expected here on 16th inst.  
For Freight, apply toBUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 12th January, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"PAKHOI"	15th January.
ILOILO and CEBU	"KAIFONG"	20th "
MANILA	"TAIYUAN"	20th "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	20th "
KOBE and YOKOHAMA	"TSINAN"	21st "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.  
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.  
§ See Special Advertisement.  
For Freight or Passage, apply toBUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 12th January, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	16th January, at Noon.
ZAFIRO	2540	R. W. Almond	Do.	23rd "
DIAMANTE	1980	A. H. Nottley	Do.	"
PERLA	1980	J. McGinty	Do.	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 9th January, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA MOJI, KOBE AND YOKOHAMA.

## PORTLAND, OREGON

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY,

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	W. E. Craven	Jan. 24, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	"
"INDRASAMHA"	5,197	R. P. Craven	"

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 14th January.
FOR TAMSUI	"DAIJIN MARU"	T. Oga	SUNDAY, 18th January.
FOR ANPING	"MAIDZURU MARU"	T. Salto	WEDNESDAY, 21st January.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 25th Jan., at 8 A.M.

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.  
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.  
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.  
By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 2, Des Voeux Road Central.  
T. ARIMA, Manager.  
Hongkong, 12th January, 1903.

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

## HONGKONG-MANILA.

REDUCED SALOON PAS-SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 10th January, 1903. [35c]

FOR TSINGTAU, NAGASAKI, KOBE AND YOKOHAMA.

THE H.A.L. Steamship

"C. FERD LAEISZ,"  
Captain Fuchs, will be despatched for the above Ports TO-MORROW, the 13th instant, at Daylight.For Freight, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 12th January, 1903. [42c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"  
Captain Roach, will be despatched for the above Ports, TO-MORROW, the 13th instant, at 11 A.M.For Freight or Passage apply to  
DOUGLAS LARAIK & CO.,  
General Managers.

Hongkong, 12th January, 1903. [41c]

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO  
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA,"  
Captain Musio, will be despatched as above TO-MORROW, the 13th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,  
Agents.

Hongkong, 12th January, 1903. [36c]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.  
"MOGUL" ..... About 14th Jan.  
"HINDUSTAN" ..... 25th Jan.  
"SHIMOSA" ..... 28th Feb.  
"BRAEMAR" ..... 10th Mar.For Freight and further information, apply to  
DODWELL & Co., LIMITED,  
Agents.

Hongkong, 10th January, 1903. [339d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"  
Captain G. S. Weigall, will be despatched as above on WEDNESDAY, the 14th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 8th January, 1903. [30c]

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE,"  
Captain Aubert, will be despatched for the above Ports on or about WEDNESDAY, the 14th instant.For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 8th January, 1903. [1004c]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"AUSTRIA,"  
Captain Androvich, will leave for the above places on SATURDAY, the 17th instant, P.M.

This steamer has special accommodation for passengers, electric light and carries a doctor.

For Freight or Passage, apply to  
SANDER, WIELER & Co.,  
Agents.Prinze's Building.  
Hongkong, 9th January, 1903. [37c]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRADEO,"  
Captain E. A. Terbrook, will be despatched as above on or about TUESDAY, the 19th February.For Freight, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 8th January, 1903. [31c]

## Shipping.

## STEAMERS.

STEAM TO CANTON.

THE Splendid New Twin Screw Steamer  
"KWONG CHOW,"  
1,474 Tons, Captain Austin, R.N.R., leaves HONGKONG for CANTON at 5.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M. Unexcelled accommodation for First Class Passengers. Ship lighted throughout by Electricity.Passage Fare \$4.00 Single Journey.  
Meals \$1.00 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHUI ON S.S. Co., Ltd.  
Hongkong, 30th December, 1902. [1443d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"  
Captain J. Young, will be despatched as above on SATURDAY, the 17th instant, at Noon.For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 10th January, 1903. [43c]

TOYO KISEN KAISHA,  
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA, IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU,"  
3,876 Tons,  
Captain N. Tate, will be despatched hence for MANILA, on SATURDAY, the 17th instant, at Noon.To be followed by  
"ROHILLA MARU,"  
on or about 21st instant.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light. Doctor and Stewardess carried.

For Freight or Passage, apply to  
THE MITSUBI BUSSAN KAISHA,  
Agents,  
Prinze's Buildings, Ice House Street.

Hongkong, 10th January, 1903. [1189d]

## Consignees.

FROM HAMBURG, ANTWERP AND SINGAPORE.

THE H.A.L. Steamship

"C. FERD LAEISZ,"  
Captain Fuchs, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 9 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 10th January, 1903. [44c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 14th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 10th January, 1903. [35c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"  
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED,  
Agents.

Hongkong, 10th January, 1903. [4]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES OF CARGO per Steamship

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 17th inst. n. will be subject to rent.

No Fire Insurance has been effected.

E. W. TILDEN,  
Agent.

Hongkong, 10th January, 1903. [1]

## Consignees.

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS AND MANILA.

THE Steamship

"GIBRALTAR,"  
Captain D. Morris, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 7th January, 1903. [127c]

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENVILE,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 14th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW,  
Hongkong, 8th January, 1903. [32c]

## Intimations.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c. &c.SOLE AGENTS for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
Hongkong, 14th May, 1896.

## GRIMAULT'S SYRUP

OR  
HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obsolete Coughs or Glands and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.

GRIMAULT &amp; Co, Paris. Sold by all Chemists.

## WORTH A GUINEA A BOX.

BEECHAM'S  
PILLSFOR ALL  
BILIOUS AND NERVOUS DISORDERS  
SUCH AS  
SICK HEADACHE, CONSTIPATION,  
WEAK STOMACH,  
IMPAIRED DIGESTION,  
DISORDERED LIVER,  
AND FEMALE AFFECTIONS.ANNUAL SALE SIX MILLION BOXES.  
50 Cents per Box.Prepared only by the Proprietor—  
THOMAS BEECHAM, St. Helens, England.SOLE AGENTS for HONGKONG and the  
EMPIRE OF CHINA  
WATKINS, LIMITED,  
APOTHECARIES' HALL, 66, Queen's Road  
Central, Hongkong.

## CURES

## MEN &amp; WOMEN

BIO GIN is a non-poisonous  
remedy for the most distressing  
disorders of the urinary tract,  
such as Catarrh, Stricture,  
Gonorrhoea, etc. It is  
guaranteed not to irritate.  
Beware of cheap imitations.SOLD BY CHEMISTS,  
Or sent on request.  
Manufactured by  
THE BROWN CHEMICAL CO.,  
CHICHESTER, ENGLAND.

## YESTERDAY.

## Intimations.

THE CHINA & JAPAN TELEPHONE  
& ELECTRIC COMPANY,  
LIMITED.HONGKONG EXCHANGE,  
OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of  
more than average length.

ELECTRIC SUP



## Shipping.

## Arrivals.

DARMSTADT, German steamer, 3,161, G. Meiners, 10th Jan., Bremen 20th Nov., and Singapore 5th Jan., Mails and General.

LAOS, French steamer, 2,371, Flindia, 10th Jan., Shanghai 7th Jan., Mails and General.

PROMETHEUS, British steamer, 3,381, R. Day, 10th Jan., Singapore 3rd Jan., General.

KUTSANG, British steamer, 1,497, Payne, 10th Jan., Java 30th Dec., Sugar.

JARDINE, Matheson & Co.

PAKHOTI, British steamer, 1,279, C. C. Williams, 10th Jan., Chinwangtao 4th Jan., Coal.

Butterfield & Swire.

TAISANG, British steamer, 1,544, R. C. D. Bradley, 10th Jan., Canton 10th Jan., General.

General Jardine, Matheson & Co.

HERMES, Norwegian steamer, 849, L. Thorsen, 10th Jan., Canton 10th Jan., General.

Sander, Wieler & Co.

CASSIUS, German steamer, 1,503, F. Gerlach, 10th Jan., Canton 10th Jan., General.

Lauts, Wegener & Co.

KAWACHI MARU, Japanese steamer, 3,779, J. S. Thompson, 11th Jan., Shanghai 8th Jan., General.

Nippon Yusen Kaisha.

CARL DIEDERICHSEN, German steamer, 774, G. Schlaikier, 11th Jan., Haiphong and Hoihow 9th Jan., General.

Jensen & Co.

HANGSANG, British steamer, 2,435, S. White, 11th Jan., Swatow 10th Jan., General.

Jardine, Matheson & Co.

HAICHING, British steamer, 1,279, A. E. Hodgkin, 11th Jan., Fochow 8th Jan., Amoy 9th and Swatow 10th, General.

Douglas, Lapraik & Co.

KAIFONG, British steamer, 1,024, G. H. Pennefather, 11th Jan., Choo 30th Dec., Hoihow and Manila 4th Jan., Hemp and General.

Butterfield & Swire.

MOGULI, British steamer, 2,354, D. S. Bailey, 11th Jan., Shanghai 8th Jan., General.

Doddwell & Co., Ltd.

SILESIA, German steamer, 4,861, J. Bahle, 11th Jan., Kobe 5th Jan., General.

Siemssen & Co.

HERTHA, German cruiser, 6,000, Ingenohl, 11th Jan., Labuan 6th Jan.

RUMI, British steamer, 1,611, R. W. Almond, 12th Jan., Manila 9th Jan., Ballast.

Sheehan, Tomes & Co.

LONGSANG, British steamer, 1,990, G. S. Weigall, 12th Jan., Manila 9th Jan., General.

Jardine, Matheson & Co.

HALVARD, Norwegian steamer, 1,069, Silvesen, 12th Jan., Moji 5th Jan., Coal.

Becker & Co.

LYEEMOON, German steamer, 1,138, Th. Lehmann, 12th Jan., Shanghai 9th Jan., General.

Siemssen & Co.

KWANGLEE, Chinese steamer, 1,468, R. Lincoln, 12th Jan., Shanghai 9th Jan., General.

C. M. S. N. Co.

## Departures.

Jan. 11, *Hong Bay*, British str., for Amoy.

Jan. 11, *Taiwan*, British str., for Shanghai.

Jan. 11, *Doi*, British str., for Swatow.

Jan. 11, *Doi*, British str., for Yokohama.

Jan. 11, *Doi*, British str., for Canton.

Jan. 11, *Kuchindou*, Japanese str., for Kuchindou.

Jan. 12, *Loos*, French str., for Europe.

Jan. 12, *Haiphong*, French str., for Haiphong.

Jan. 12, *Temochus*, British str., for Saigon.

Jan. 12, *Singap*, British str., for Shanghai.

Jan. 12, *Tsingtao*, German str., for Pakhoi.

Jan. 12, *Feichung*, Chinese str., for Canton.

Jan. 12, *Darmstadt*, German str., for Shanghai.

Jan. 12, *Taiwan*, Chinese str., for Shanghai.

Jan. 12, *Nanyang*, German str., for Chinkiang.

Jan. 12, *Taipei*, German str., for Saigon.

Jan. 12, *Hangang*, British str., for Canton.

## Passengers—Arrived.

Per *Prometheus*, from Singapore—931 Chinese and 1 Japanese.

Per *Kailash*, from Cebu, &c.—Mrs. E. A. Meyer, Miss M. B. McClean, and Mr. Ray Howell.

Per *Kawachi Maru*, from Shanghai—Col. and Mrs. Fullerton, Mr. Kuhn, Dr. Levitoff, A. Thomson, Mrs. Fisher, 4 Chin and 33 Japanese.

Per *Hutchins*, from Coast Ports—Messrs. B. Armstrong, E. Thomas, Milwood, J. J. Dunne, H. P. White, L. G. Cheong, J. Laus, F. H. Barnes, B. Twyman, and 131 Chinese.

Per *Kubi*, from Manila—Messrs. A. Thalar, L. Boatman, S. R. Huggins, F. B. Ingersall, Misses M. Art, and Elvire, Mr. S. Omayo, Mr. Hanigan, Rev. H. R. Hubert, Messrs. Tang Chong, Botchell, and 18 Chinese.

Per *Loos*, from Manila—Messrs. B. Spies, A. L. Knight, T. Holmes, R. W. Squires, W. C. Fitch, C. Adams, Dr. Howlett, Dr. Caulkins, Mr. and Mrs. Miller, Miss Miller, Lieut. G. Haxson, Messrs. F. and P. Zaparni, Messrs. Jung Lin, Seong Chin, and 211 Chinese.

Per *Darmstadt*, for Hongkong from Bremen—Messrs. Ad. Gehle, and Paul Butschow.

From Southampton—Mrs. G. H. John, from Genoa—Mr. and Miss Webb, Inspector Köhler, Messrs. A. Jahrand, and C. Lisiga, from Naples—Mr. Vickers and family, Messrs. Paul Fuller, James Dunn, and 1 Redpath.

From Port Said—Mr. R. T. Chard and family, from Colombo—Mr. and Mrs. Chapman, Miss Lewis, and Mr. T. R. Destelan.

From Penang—Mr. Cawlf, Dr. From Singapore—Misses Lily and Luma Kasten, Mr. Purrie, Messrs. C. Scott, Dieter, Jassen, and 7 Chinese.

Per *Loos*, for Hong Kong from Yokohama—Mr. and Mrs. Chan and infant, Mrs. Cheong and infant, Dr. Ritter, from Shanghai—Messrs. Robert Alexander, Ton, Loong Shan, Kayima, T. Aso, K. Aso, Nak, & K. Hasejawa, Mrs. Veynell and infant, Mr. and Mrs. Kent, Messrs. Poliakoff, Mornoka, Moisan, Mrs. A. Taylor, Messrs. Antoine Valmas, Kérouz, Vaillant, Salini Léonillo, Foychman, Mr. Tong Loong, Mr. Katelyn, for Saigon Mr. E. Buechi, for Singapore—Mr. A. B. Cook, Mr. Moh Cheng Siong, from Yokohama for Marseille—Mr. Fioravanti, Mr. and Mrs. de Morison, from Shanghai—Mr. and Mrs. Morison and infant, Messrs. Robino de Dazgia, Paturel, Gagnier, Arthur Gran, Richard Glaser, Domestique, Mouton, Hoyer, Paulson, Morel, Gogues, and 18 Soldiers.

Per *Kwangle*, from Shanghai—Mr. Morgan, and 103 Chinese.

## Departed.

Per *Haiphong*, for Haiphong—Mr. and Mrs. Burkholder, Mr. and Mrs. E. A. Hewett, Mr. and Mrs. E. Nathan, Miss Nathan, Mrs. M. Austin, Mrs. J. Forbes, Mrs. G. Hooper, Messrs. P. Hottory, Tseng Chuck Chi, Yong Vut Chiu, Tsai Ping Tche, Tseng Tseng Yin, Tchong, Owen, Kouan, H. Spellmann, Morson, Vallias, S. Leonillo, Dr. P. Ritter, and Dr. Livitoff.

Per *Loos*, for Manila—Mr. and Mrs. J. M. Wood, Messrs. Born, Strassen, Chye Hupp, Gleide, Eybe, and Capt. Fay, for Colombo—Mr. and Mrs. J. J. Brugnon, and Mr. H. Wye, for Manila—Mr. and Mrs. Metcal, Messrs. Rouget, Blache, Amard, Pluton, H. Camely, R. de Vachaut, and 100 Chinese.

## Post Office.

## A Mail will close—

For Canton—Per *Honam*, to-morrow, the 13th instant, at 7.30 A.M.

For Hoihow and Haiphong—Per *Hoihow*, to-morrow, the 13th instant, at 4 A.M.

For Swatow, Amoy and Fochow—Per *Hoihow*, to-morrow, the 13th instant, at 10 A.M.

For Singapore, Penang and Bombay—Per *Loos*, to-morrow, the 13th instant, at 11 A.M.

For Macao—Per *Hongsham*, to-morrow, the 13th instant, at 1.15 P.M.

For Singapore and Sourabaya—Per *Hinsang*, to-morrow, the 13th instant, at 2 P.M.

For Shanghai, Moji, Nagasaki, Kobe, Yokohama, Victoria, (B.C.) and Seattle, (U.S.A.)—Per *Tosa Maru*, to-morrow, the 13th instant, at 3 P.M.

For Namtan—Per *Talle*, to-morrow, the 13th instant, at 3 P.M.

For Kumchuck and Samshul—Per *Tung-kong*, to-morrow, the 13th instant, at 4 P.M.

For Canton—Per *Fatshan*, to-morrow, the 13th instant, at 5 P.M.

For Swatow, Amoy and Fochow—Per *Anping Maru*, on Wednesday, the 14th instant, at 8 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of China*, on Wednesday, the 14th instant, at 11 A.M.

For Manila—Per *Loongsang*, on Wednesday, the 14th instant, at 3 P.M.

For Singapore, Penang and Calcutta—Per *Suisang*, on Saturday, the 17th inst., at 10 A.M.

For Europe, &c.—Per *Tuticorin*, on Saturday, the 17th inst., at 10.45 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Doric*, on Saturday, the 17th inst., at 10.45 A.M.

For Manila, Iloilo and Cebu—Per *Kailash*, on Saturday, the 17th inst., at 4 P.M.

For Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Taiwan*, on Tuesday, the 20th inst., at 3 P.M.

For Singapore, Penang and Colombo—Per *Canton*, on Wednesday, the 21st inst., at 10 A.M.

For Europe, &c.—Per *Tuticorin*, on Wednesday, the 21st inst., at 11 A.M.

For Kobe and Yokohama—Per *Tsinao*, on Wednesday, the 21st inst., at 3 P.M.

For Manila—Per *Zufro*, on Friday, the 23rd inst., at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India*, on Wednesday, the 11th Feb., at 11 A.M.

## VESSELS IN PORT.

## STEAMERS.

AIRLIE, British steamer, 2,503, St. John George, 6th Jan., Sydney 9th Dec., and Manila 3rd Jan., General—Gibb, Livingston & Co.

ANAKA, British steamer, 1,565, C. J. Mallock, 6th Jan., Canton 5th Jan., General—Jardine, Matheson & Co.

ANAN, British steamer, 1,053, I. Goto, 10th Jan., Fochow via Amoy and Swatow 9th Jan., General—Osaka Shosen Kaisha.

BENLIED, British steamer, 1,483, David Clark, 9th Jan., Moji 31st Dec., Coal—Gibb, Livingston & Co.

BENVENUE, British steamer, 1,410, A. Webster, 8th Jan., Java 29th Dec., Sugar—Gibb, Livingston & Co.

BRAND, Norwegian steamer, 1,519, John Thorsen, 13th Dec., Chinkiang 8th Dec., Rice—Carlowitz & Co.

CHOWFA, German steamer, 1,055, J. Köhler, 2nd Jan., Hangkok via Hoihow 25th Dec., and Rice and Timber—Butterfield & Swire.

C. FERD. LAEISE, German steamer, 5,874, H. Fuchs, 10th Jan., Hamburg 20th Nov., and Singapore 2nd Jan., General—Siemssen & Co.

DORIC, British steamer, 2,956, Harry Smith, B.N.R., 9th Jan., San Francisco 11th Dec., Honolulu 18th, Yokohama 1st Jan., Kobe 3rd, Nagasaki 5th, and Wootung (Shanghai) 7th, Mails and General—O. & S. S. Co.

EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 24th Dec., Vancouver (B.C.) 1st Dec., and Shanghai 21st, Mails and General—C. P. R. Co.

GIRALTA, British steamer, 2,473, Morris, 7th Jan., New York and Manila 3rd Jan., General—Sheehan, Tomes & Co.

HAIKIAN, British steamer, 1,183, J. S. Roach, 3rd Jan., Swatow 2nd Jan., General—Douglas, Lapraik & Co.

HINSING, British steamer, 1,577, W. E. Sawyer, 7th Jan., Hongkong 5th Jan., Coal—Jardine, Matheson & Co.

HONGKONG, French steamer, 509, M. Merlees, 10th Jan., Pakhoi and Hoihow 9th Jan., General—A. R. Marly.

ISCHIA, Italian steamer, 2,784, Alberto Muzio, 6th Jan., Bombay 19th Dec., and Singapore 30th, General—Carlowitz & Co.

MACHEW, German steamer, 956, H. Hajes, 29th Dec., Bang kok via Swatow 29th Dec., Rice—Melchers & Co.

OLYMPIA, American steamer, 1,730, John Truebridge, 10th Jan., Tacoma via Ports 8th Dec., General—Doddwell & Co., Ltd.

QUANG NAM, French steamer, 993, Martino, 31st Dec., Saigon 19th Dec., Rice—Bradley & Co.

SHANTUNG, German steamer, 1,057, M. Engelhardt, 8th Jan., Singapore 29th Dec., Oil—Mr. Geo. McBain.

SISHAN, British steamer, 825, A. Jones, 5th Jan., Saigon 2nd Jan., Rice and Meal—Bradley & Co.

SUISANG, British steamer, 1,776, James Young, 9th Jan., Singapore 31st Dec., General—Jardine, Matheson & Co.

TAISHAN, British steamer, 1,121, J. D. Jenkins, 9th Jan., Saigon 3rd Jan., Rice—Bradley & Co.

TOSA MARU, Japanese steamer, 3,610, A. Christiansen, 3rd Jan., Shanghai 31st Dec., General—Nippon Yusen Kaisha.

TRITON, German steamer, 1,030, H. Clausen, 4th Dec., Manila 1st Jan., Ballast—Siemssen & Co.

YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.E., 7th Jan., Manila 4th Jan., Hemp—Jardine, Matheson & Co.

## SAILING VESSELS.

DRUMBURTON, British 4-masted schooner, 1,773, W. Thomas, 18th Dec., New York 28th, July, Oil—Standard Oil Co.

EVIE J. RAY, American bark, 918, Kasten, 12th Dec., Rajang 17th Oct., Timber—Sander, Wieler & Co.

GROSVENOR, British barque, 516, Boga, 14th June, Mauritius 16th January, Sugar—Abdool & Co.

J. H. LUNEMANN, American ship, 9,000, O. Johnson, 16th Dec., Port Townsend Sept., 2nd, Lumber—Kaiser.

LOTHIAN, Italian barque, 704, Antonio M. Schiaffino, 4th Dec., from Callao (Peru), General—Order.

## SHIPPING REPORTS.

Capt. Payne, of the str. *Kutsing* from Java, reports:—Strong N.E. monsoon and heavy sea in China Sea.

Capt. Flaming, of the str. *Loos* from Shanghai, reports:—Light monsoon from there to Fomosa, fresh monsoon from Fomosa to port.

Capt. Wilde, of the steamer *Hangang*, from Swatow, reports:—Strong N.E. breeze and moderate sea with dull overcast weather.

Capt. Bailey, of the str. *Mogul* from Shanghai, reports:—Strong moderate monsoon and heavy sea, dull cloudy weather with passing rain showers.

Capt. Weigall, of the str. *Loongsang* from Manila, reports:—Light variable winds to lat. 16° 26' N. and long. 119° 6' E., thence moderate N.E. gale and high sea to lat. 19° 47' N. and long. 116° 13' E., then strong N.E. winds and rainy weather to port.

Capt. Pennefather, of the str. *Kailash* from Cebu, e.c., reports:—Had moderate fresh N.E. breezes and fine clear weather, with smooth sea to Cape Kapones, from thence to port, strong monsoon and overcast, with high sea.

Capt. Day, of the str. *Prometheus* from Singapore, reports:—Strong N.E. monsoon amounting to whole gale, with heavy squalls and high seas, more particularly South of Maclesfield Bank, weather cloudy and overcast throughout the passage.

## HONGKONG AND WHAMPOA DOCK RETURNS.

H.M.S. *Britomart*, at Kowloon Dock.

*Amara*, " "

*Yuenyang*, " "

*Chowfa*, " "

*Maclew*, " "

*Powan*, " "

*Brand*, " Cosmopolitan "

*Trilos*, " "

*Airle*, " Aberdeen "

*Hermann Menell*, " "

## SHIPS PASSED THE CANAL.

Outward—16th December—Ceylon—*Bradward*, H. Thordis.

23rd December—Siam—*Pyrrhus*, 30th December—*Pakling*, *Yavoskol*, *Serbia*, *Fomosa*, 2nd January—*Awia Maru*, *Dionys*, *Margus*, *Bacchus*, *Glenhurst*, 6th January—*Malta*, *Indramayo*, *Sencor*, 9th January—*Ching Ho*, *Indus*.

Homeward—23rd December—*Deucalion*, *Salacis*, 30th December—*Patroclus*, *Stutgart*, *Dardanus*, 2nd January—*Klaitschou*, *Border Knight*, 9th January—*Damberg*, *Kennecot*, *Bentler*.

Arrivals at Home—16th December—*Glen-garry*, *Annan*, *Kaisow*, *Konigsberg*, *Achilles*, 19th December—*Sachsen*, *Triest*, *Norma*, *J. B. Walker*, *Malta*, *Silvia*, *Erast*, 23rd December—*Hitchi Maru*, *Forfar*, *Indranit*, 30th December—*Lothian*, *Menelaus*, 2nd January—*Gera*, 6th January—*Glenarney*, *Sydney*, *Wakasa Maru*, *Voldemar*, *Lowther Castle*, 9th January—*Aganemnon*, *Cowrie*.

## PROJECTED SAILINGS.

DESTINATION.	VESSELS.	DATE.
Anping, &c.	Maidury Maru.	Jan. 21
Bremen, &c.	Sachsen	April 15
"	Klaitschou	Mar. 29
"	Byern	May 13
"	Prinzess Irene	Jan. 21
"	Bresen	Jan. 21
"	Darmstadt	Feb. 4
"	Stuttgart	Feb. 18
"	Hamburg	Mar. 18
"	Prinz Heinrich	April 1
"	Roon	May 27
"	P. R. Luitpold	June 11
Bombay, &c.	Hiroshima Maru.	Jan. 27
"	Ischia	Jan. 13
Cebu & Iloilo	Kailash	Jan. 17
Fiame, &c.	Silesia	Jan. 20
Fochow, &c.	Anping Maru	Jan. 14
Havre & Hamburg	Nürnberg	Jan. 20
"	Silesia	Jan. 20
"	Wu zung	Feb. 10
"	C. Fred. Laeise	Feb. 24
"	Danberg	Mar. 5
"	Andalusia	Mar. 19
Japan	Hakata Maru	Jan. 15
"	Yamaguchi Maru	Jan. 23
"	Kutsu Maru	Jan. 23
"	Kagoshima Maru	Jan. 23
"	Tydeus	Jan. 23
"	Dardanus	Feb. 20
London	Antenor	Jan. 20
"	Telemachus	Feb. 3
"	Prometheus	Feb. 17
"	Balkarat	Jan. 17
"	Canton	Jan. 21
Marseilles, &c.	Malta	Mar. 28
"	Opack	Jan. 13
"	Pyrrhus	Feb. 21
"	Bingo Maru	Jan. 24
Manila	Roh-la Maru	Jan. 17
"	Rosetta Maru	Jan. 21
"	Rubi	Jan. 16
"	Zairo	Jan. 23
"	Loongsang	Jan. 14
New York	Mogul	Jan. 13
"	Indus	Feb. 10
Portland (Or.)	Indravelli	Jan. 24
San Francisco, &c.	Nippon Maru	Jan. 24
"	Siberia	Feb. 3
"	Galic	Mar. 7
"	Coptic	Feb. 10
"	Korea	Feb. 27
"	Hongkong Maru	Mar. 17
"	China	Mar. 24
"	Doric	Jan. 17
"	America Maru	Feb. 17
Shanghai	Coromandel	Jan. 17
"	Salacie	Jan. 14
"	Banca	Jan. 15
Singapore, &c.	Pekin	Jan. 15
"	Suisang	Jan. 17
"	Hakata Maru	Jan. 17
Swatow, &c.	Daijin Maru	Jan. 18
"	Dagui Maru	Jan. 25
"	Hakata	Jan. 25
Sydney, &c.	Taiyuan	Jan. 23
"	Tsinao	Feb. 16
"	Changsha	Mar. 7
"	Chingto	April 4
Vancouver &c.	Empress of Japan	Mar. 11
"	Empress of China	Jan. 14
"	Empress of India	Feb. 11
"	Athenian	Mar. 18
"	Tauris	Feb. 25
"	Olympia	Jan. 17
"	Pleides	Jan. 24
"	Pakling	Jan. 24
"	Tosa Maru	Jan. 23
"	Kaga Maru	Jan. 27
Yokohama, &c.	Ceylon	Jan. 13
"	Banca	Jan. 13
"	Austria	Jan. 17

## THE SHARE MARKET.

## LATEST QUOTATIONS.

(JANUARY 12th.)

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	LATEST QUOTATION.
BANKS.			
Hongkong and Shanghai Banking Corporation	\$ 125	Div. of £1.10; @ ex. 1/8 = \$17.56 for half-year ending 30/6/1901	\$670 buyers
National Bank of China, Limited	£ 8	3/11 on A. shares	\$24 sellers
Do. Founders	£ 1	\$1.68 on B. shares None on Founder shares.	\$10
MARINE INSURANCES.			
Union Insurance Society of Canton, Limited	\$ 100	60 per cent = \$30 per share for 1901	\$470 buyers
China Traders' Insurance Company, Limited	\$ 25	16 1/2 % = \$4 for year ended 30/4/1902	\$58 sellers
North China Insurance Company, Limited	£ 25	Final of 4 % making in all 8 % for 1901	Tails 1774 sales
Yangtze Insurance Association, Limited	\$ 60	20 % = \$12 for 1900	\$133 buyers
Canton Insurance Office, Limited	\$ 50	28 % = \$14 per share for 1901	\$1674 sellers
FIRE INSURANCES.			
Hongkong Fire Insurance Company, Limited	\$ 50	\$35 per share for 1900	\$327 sellers
China Fire Insurance Company, Limited	\$ 20	\$4 per share for 1900	\$85 buyers
SHIPPING.			
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	5 1/4 % for half-year ending 30/6/1902	\$374
Indo-China Steam Navigation Company, Limited	£ 10	Fin. of 12 1/2 % making £ 1 per share for 1901	\$84 sales
China and Manila Steamship Company, Limited	\$ 25	10 % for 1900	\$45 buyers
Douglas Steamship Company, Limited	\$ 50	Div. of \$3 per share for year ended 30/6/1902	\$45 buyers
"Star" Ferry Company, Limited	£ 10	\$1.20 = 12 % for year ending 30/4/02	\$25 buyers
"Shell" Transport and Trading Company, Limited	£ 1	2nd Interim of 9d. making 2/- for 1901	£17/6 buyers
Shanghai Tug Boat Company, Limited	Tails 100	3rd Interim of 1/- for 1902	Tails 285 ex div.
Taku Tug and Lighter Company, Limited	Tails 50	Interim of 2 %	Tails 55 sellers
Shanghai Cargo Boat Company, Limited	Tails 100	Interim of 6 % for 1901	Tails 145 buyers
Co-operative Cargo Boat Company, Limited	Tails 100	Interim of 6 % for 1901	Tails 145 buyers
REFINERIES.			
China Sugar Refining Company, Limited	\$ 100	Fin. of \$7 making \$12 for 1901	\$88 buyers
Luzon Sugar Refining Company, Limited	\$ 100	\$3 per share for 1897	\$12
Perak Sugar Cultivation Company, Limited	Tails 50	Fin. of 7 % making 12 % for the year	Tails 724 sellers
MINING.			
Punjom Mining Company, Limited	\$ 10	None	\$2 buyers
Punjom Mining Preference Shares	\$ 1	None	75 cents sellers
Société Française des Charbonnages du Tonkin	Francs 250	Int. of Frs. 30 per share for 1901	\$600 sellers
Jebebu Mining and Trading Company, Limited	\$ 5	5 % for 1st year end. 31/7/94 (Coupon 9)	\$14 sellers
Bah Alfan Gold Mining Company, Limited	£ 18s. 10d.	No. 12 of 1/- per share	\$74 buyers
Chinese Engineering & Mining Company, Ltd.	£ 1	7 1/2 % = 15/6 per share (Coupon No. 1)	Tails 8.20 buyers
DOCKS, WHARVES AND GODOWNS.			
Hongkong and Whampoa Dock Company, Limited	\$ 50	Div. of 10 % and bonus of 4 % for half-year ending 30/6/02	\$205 buyers
S. C. Farnham, Boyd & Co., Ltd.	Tails 100	Interim of 1/- for 1902	Tails 1774 sales
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	Interim of \$2 for 1902	\$90 buyers
New Amoy Dock Company, Limited	\$ 61	\$2 3/4 for 1901	\$40 sellers
Shanghai and Hongkew Wharf & Godown Company, Limited	Tails 100	Interim of 1/- for 1902	Tails 310 sales
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan and Mortgage Company, Limited	\$ 10	8 % = 80 cents per share for 1901	\$10 sellers
Hongkong Land Investment and Agency Company, Limited	\$ 100	Interim of \$6 for 1902	\$184 buyers
Kowloon Land and Building Company, Ltd.	\$ 30	\$1.80 per share for 1901	\$518 buyers
West Point Building Company, Limited	\$ 50	Interim of \$1 1/4 for 1902	\$57 sellers
Hongkong Hotel Company, Limited	\$ 50	\$6 for first half-year 1902	\$141 buyers
Oriente Hotel Company, Limited (Manila)	\$ 50	8 % = \$4 for half-year ending 31.12.1901	\$374 sellers
Astor House Hotel Co., Limited (Shanghai)	\$ 25	15 % for half-year ending 31.12.01	\$274 sales
Hotel des Colonies Co., Ltd. (Shanghai)	Tails 25	First year	Tails 164 buyers
Queen's Hotel (Wei-hai-wei)	Tails 25	First year	Tails 25
Humphreys Estate and Finance Company, Limited	\$ 10	10 per cent. for 1901	\$12 buyers
Shanghai Land Investment Company, Limited	Tails 50	Interim of 6 % for 1902	Tails 115 sales cum new issue
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10	Final of 60 cents making \$1 per share	\$17 sellers
Ewo Cotton Spinning and Weaving Company, Limited	Tails 100	3 % for period ended 31.10.97	Tails 40 sellers
International Cotton Manufacturing Company, Limited	Tails 100	Interim of 3 % on account of 1898	Tails 40 sales
Lao-tung-mow Cotton Spinning and Weaving Company, Limited	Tails 100	Int. div. of 4 % on acct. of 1898 on 6,000 shares	Tails 44 sales
Soy Chee Cotton Spinning Company, Limited	Tails 500	4 % for period ended 31.12.00	Tails 150
TOBACCO, CIGAR AND CIGARETTE COMPANIES.			
Alhambra, Limited	\$ 500	25 % for year ending 30.6.1900	\$400
Philippine Tobacco Trust Co., Limited	\$ 50	None	\$30 sellers
Shanghai-Sumatra Tobacco Company	\$ 20	Interim of \$2 per share	Tails 45 sales
American Cigarette Company, Limited	Tails 50	7 % for 1899	Tails 40
MISCELLANEOUS.			
Green Island Cement Company, Limited	\$ 10	10 % = \$1 per share for 1901	\$214 buyers
China Borneo Company, Limited	\$ 15	10 % = \$1.50 for 1901	\$25 sellers
A. S. Watson & Co., Limited	\$ 10	Interim of 5 % for 1902	\$141 sellers
Watkins, Limited	\$ 10	90 cents per share for 1901	\$8 sellers
Hongkong Electric Company, Limited	\$ 10	80 cents for year ending 30.4.1902	\$13.40 buyers
Hongkong Electric Company, Limited	\$ 5	40 cents for year ending 31.1.1902	\$6.65 buyers
Hongkong and China Gas Company, Limited	£ 10	10 % div. and 1 % bonus for 1900	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$10 for 1901	\$115
Geo. Fenwick & Co., Limited	\$ 25	15 per cent = \$3.75 for 1901	\$50 sellers
Hongkong Ice Company, Limited	\$ 25	Interim of \$4, for 1902	\$240 sellers
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$18 for year ending 31.11.1902	\$327 buyers
Dairy Farm Company, Limited	\$ 6	75 cents for year ending 31.7.1902	\$11 sellers
Hongkong and China Bakery Company, Limited	\$ 50	5 per cent = \$2 1/2 for 1901	\$40 sellers
Campbell, Moore & Co., Limited	£ 12s. 6d.	Div. of \$2 1/2 and bonus of \$2 1/2 for 1901	\$35
Bell's Asbestos Eastern Agency, Limited	\$ 4	80 cents per share	\$1 buyers
Do. Founders	\$ 4	\$19.80 per share	\$84 sellers
Februay Planting Company, Limited	\$ 5		\$155
Universal Trading Co., Limited	\$ 5	Interim of \$1.20 per share	nominal
Hongkong Steam Water-bus Co., Limited	\$ 20	Final of 6 % making 12 % for the year	\$327 buyers
China Light and Power Co., Limited	\$ 30	None	\$18 sales
Robinson Piano Co., Limited	\$ 50	5 % = \$2 1/2 for half-year 1901	\$10
Manila Investment Co., Limited	\$ 50	None	\$15 buyers
William Powell, Limited	\$ 50	Final of 50 cents making \$1 per share	\$94 buyers
Maatschappij tot Mijn- en Landbouw exploitatie in Langkat	Guilders 100	Interim Dividend of 1/- per share	Tails 170 sales
Telegraphic Address—"Rialto."			
Telephone No. 148.			
P. O. Box No. 111.			
BENJAMIN, KELLY & POTTS, Share Brokers.			



Gentlemen's

Outfitting

Department

Now Open.

28, Queen's Road

Opposite

Hongkong Hotel.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,  
Haberdashers and General Outfitters.

Gentlemen's

Outfitting

Department

Now Open.

28, Queen's Road

Opposite

Hongkong Hotel.

ENTIRELY NEW WINTER STOCK,  
IN ALL DEPARTMENTS.

THE VERY LARGEST AND BEST ASSORTMENT OF FASHIONABLE  
COATS, CAPES AND JACKETS  
IN THE EAST. ALL THE NEWEST AND BEST SHAPES IN MADE UP  
FURS, FUR CAPES AND JACKETS.

BABY CARRIAGES AND MAIL CARTS, NEW DESIGNS INCLUDING THE PATENT FOLDING CART.

Cooking Stoves from \$18 to \$140.

SMART FRENCH MILLINERY.

LADIES' WARM SHIRTS AND BLOUSES. NEW TRIMMINGS  
AND APPLIQUES OF GREAT RICHNESS.

FANCY GOODS AND TOYS.

BALL SEASON 1903.

A FINE ASSORTMENT OF THE LATEST

FANS FANS FANS

OSTRICH FEATHER, SILK AND EMPIRE.

HEAVY BROCHE SILKS, DELICATE VOILES PEAU DE SOIE, ZIBELINES EOLIENNES, SATIN  
CLOTHS. BROCHE TAFFETAS. BENGALINES, ETC., ETC. FOR EVENING WEAR.  
EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

GENTLEMEN'S OUTFITTING DEPARTMENT.

BATH GOWNS, DRESSING GOWNS, RUGS, HATS, BOOTS, UMBRELLAS.  
SHIRTS, GLOVES, TIES, SHOES, BOOTS, HALF HOSE FOR EVENING WEAR.  
THE HONG SHIRT FOR BUSINESS WEAR. BEST FRENCH PRINT AND ZEPHYR SHIRTS.

NO MORE UNTIDY COLLARS.

ALL OUR DOUBLE COLLARS HAVE A PATENT LOCK WHICH ENTIRELY PREVENTS THEM GAPING OPEN IN THE  
FRONT, ALWAYS IN POSITION. ALWAYS COMFORTABLE, NO TROUBLE. STOCKED IN ALL  
SIZES AND SHAPES AND FOUR DEPTHS.

DRESSMAKING DEPARTMENT.

UNDER THE SUPERVISION OF A HIGHLY QUALIFIED DRESSMAKER. CUT, FIT AND STYLE GUARANTEED.

December 29th.

R. G. HECKFORD  
MANAGER.